

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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1:15 p.m., Thursday, January 16, 2020
San Mateo County Transit District Office¹
1250 San Carlos Avenue, 2nd Floor Auditorium
San Carlos, California

TECHNICAL ADVISORY COMMITTEE (TAC) AGENDA

- | | | |
|---|---------------|--------------|
| 1. Public comment on items not on the Agenda (presentations are customarily limited to 3 minutes). | Porter/Hurley | No materials |
| 2. Issues from the last C/CAG Board meeting (December 2019) <ul style="list-style-type: none">- Approved – Joint Call for Projects for the C/CAG and SMCTA Shuttle Program for FYs 20/21 and 21/22- Approved – Appointment of Brian Levenson, public member, to the BPAC.- Approved – Appointment of Adam Rak to the Legislative Committee. | Hoang | No materials |
| 3. Approval of the minutes from November 21, 2019 | Hoang | Page 1-2 |
| 4. Review and recommend approval of the Carpool 2020 Program in San Mateo County (Action) | Hiatt | Page 3-13 |
| 5. Review and recommend acceptance of the Measure M Fiscal Year 2018/19 Performance Report (Action) | Wever | Page 14-22 |
| 6. Review and recommend approval of the Fiscal Year 2020/21 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County (Action) | Wever | Page 23-25 |
| 7. Review and recommend approval of a subscription to Streetlight Data and Services in the amount of \$275,000 and C/CAG member agency cost-share (Action) | Hiatt | Page 26-31 |
| 8. Review and recommend approval of the Final 2019 Congestion Management Program (CMP) and Monitoring Report (Action) | Lacap | Page 32-33 |
| 9. Review the approach to a fiscally constrained list of projects to be submitted to the Metropolitan Transportation Commission (MTC) for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RP/SCS) also known as Plan Bay Area 2050 (Action) | Lacap | Page 34-42 |
| 10. Regional Project and Funding Information (Information) | Lacap | Page 43-51 |
| 11. Executive Director Report | Wong | No materials |
| 12. Member Reports | All | |

PUBLIC NOTICING: All notices of C/CAG regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Transit District Office, 1250 San Carlos Ave., San Carlos, CA, and on C/CAG's website at: <http://www.ccag.ca.gov>.

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Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at 650 599-1406, five working days prior to the meeting date.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the City/County Association of Governments of San Mateo County (C/CAG), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on C/CAG's website at: <http://www.ccag.ca.gov>.

PUBLIC PARTICIPATION: Public comment is limited to two minutes per speaker. Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Mima Guilles at (650) 599-1406, five working days prior to the meeting date.

If you have any questions about this agenda, please contact C/CAG staff: John Hoang (650) 363-4105

2019 TAC Roster and Attendance											
No.	Member	Agency	Feb	Mar	Apr	May	Jun	Aug	Sep	Oct	Nov
1	Jim Porter (Co-Chair)	San Mateo County Engineering				x	x	x	x	x	x
2	Joseph Hurley (Co-Chair)	SMCTA / PCJPB / Caltrain	x	x	x	x	x		x	x	x
3	Robert Ovadia	Atherton Engineering		x	x	x	x	x	x	x	x
4	Afshin Oskoui	Belmont Engineering	x	x	x	x	x	x	x		x
5	Randy Breault	Brisbane Engineering			x	x	x	x	x		x
6	Syed Murtuza	Burlingame Engineering	x	x	x	x	x		x	x	x
7	Sandy Wong	C/CAG		x	x	x	x	x	x	x	x
8	Brad Donohue	Colma Engineering	x		x			x	x	x	x
9	Richard Chiu	Daly City Engineering	x	x	x	x	x	x	x		x
10	Tatum Mothershead	Daly City Planning	x	x	x	x	x		x	x	x
11	Norm Dorais	Foster City Engineering				x	x	x	x	x	
12	Paul Willis	Hillsborough Engineering	x	x	x	x	x	x	x	x	x
13	Maz Bozorginia	Half Moon Bay Engineering				x	x	x		x	
14	Nikki Nagaya	Menlo Park Engineering	n/a	n/a	n/a	n/a	n/a	n/a	n/a	x	x
15	Khee Lim	Millbrae Engineering			x						
16	Sam Bautista	Pacifica Engineering		x	x		x	x		x	
17	Jessica Manzi	Redwood City Engineering	x	x	x	x	x		x		x
18	Jimmy Tan	San Bruno Engineering	x		x		x	x	x	x	
19	Steven Machida	San Carlos Engineering	x	x	x		x	x	x	x	x
20	Brad Underwood	San Mateo Engineering	x		x	x	x	x	x		x
21	Eunejune Kim	South San Francisco Engineering	x	x	x		x	x	x		
22	Billy Gross	South San Francisco Planning	x	x	x	x	x	x		x	x
23	Sean Rose	Woodside Engineering	x	x		x	x			x	
24	James Choe	MTC	n/a	n/a	x	x	x	x	x	x	x

**CONGESTION MANAGEMENT PROGRAM (CMP)
TECHNICAL ADVISORY COMMITTEE (TAC)**

**November 21, 2019
MINUTES**

The two hundred fifty-seventh (257th) meeting of the Technical Advisory Committee (TAC) was held in the SamTrans Offices located at 1250 San Carlos Avenue, 2nd Floor Auditorium, San Carlos, CA. Co-Chair Hurley called the meeting to order on Thursday, November 21, 2019 at 1:16 p.m.

TAC members attending the meeting are listed on the Roster and Attendance on the preceding page. Others attending the meeting were: Ray Razavi – Half Moon Bay; Van Ocampo, Susy Kalkin, John Hoang, Kim Wever, Jeff Lacap - C/CAG; Drew – public member; and other attendees not noted.

1. Public comment on items not on the agenda.

None.

2. Issues from the last C/CAG Board meeting.

3. Approval of the Minutes from October 17, 2019.

Member Breault motioned; Member Gross seconded. Item approved.

4. Receive information on the Samtrans Transit Signal Priority Project (Information)

Robert Tam, SamTrans Project Manager, provided a status update on the project which covers the 26 mile El Camino Real Corridor between Daly City and Menlo Park. The GPS-based vehicle location technology will be deployed on 161 SamTrans buses and on controller cabinets at 125 intersections. The project is expected to be completed in the third quarter of 2021. Various comments were provided recommending that SamTrans and Caltrans do more outreach and coordination with cities to educate staff as well as public outreach meetings to inform the communities. Potential technical issues expressed by the TAC includes adaptability with the KITS signal controller, adaptive signs, maximum green time, and the need to perform traffic modeling and address operation concerns.

5. Review and recommend approval of the C/CAG and San Mateo County Transportation Authority Joint Call for Projects for the San Mateo County Shuttle Program for Fiscal Years 20/21 & 21/22 (Action)

Susy Kalkin presented the planned Joint Shuttle Call for Projects program including guidelines, eligibility criteria, the application, technical support to be provided and timeline for review and approval. Committee members indicated that cost of labor (or lack of qualified drivers) have impacted the cost effectiveness of the shuttles. Member Oskoui motioned; Member Breault seconded. Item approved.

6. Approval of the Data Request Form to track the performance measures developed in the San Mateo Countywide Transportation Plan 2040 (SMCTP 2040) (Action)

Kim Wever presented the draft form developed by the designated working group. Committee members suggests that more work to refine the form is needed to make it clearer and more

concise and recommended that staff bring the draft back to the working group to update and then return to the TAC for review at a future meeting. Member Oskoui motioned; Member Breault seconded.

7. Receive information on the C/CAG Countywide Travel Demand Model Update (Information)

Jeff Lacap presented and update on the C/CAG Travel Demand Model and asking cities to review the new socio-economic/land use allocations and provide comments to C/CAG by December 31, 2019. Member Chiu asked that a login be provided to cities to access the GIS portal for reviewing the information.

8. Regional Project and Funding Information (Information)

Jeff Lacap presented on the items, as shown in the staff report including FHWA Policy for Inactive Projects, PMP Certification status, and miscellaneous federal aid related announcements, including upcoming training opportunities from Caltrans for Federal Aid Invoice processing. MTC requests that a Single Point of Contract (SPOC) Checklist form be submitted to MTC from agencies receiving federal transportation funds. City Engineer level staff are typically designated as SPOC.

9. Executive Director Report

Sandy Wong, C/CAG Executive Director, announced that C/CAG staff Jean Higaki will be retiring in early January 2020.

10. Member Reports

Co-Chair Porter announced that there will be a recruitment for a Deputy Director for Roads Division at the County. Co-Chair Hurley announced that the TA is planning to recruit up to 2 project managers. Member Oskoui announced that there is a recruitment for a Director of Public Works position at the City of Belmont.

Meeting adjourned at 2:25 p.m.

C/CAG AGENDA REPORT

Date: January 16, 2020

To: City/County Association of Governments of San Mateo County Technical Advisory Committee

From: Mikaela Hiatt, Transportation Programs Specialist

Subject: Review and recommend approval of the Carpool 2020 Program in San Mateo County.

(For further information, contact Mikaela Hiatt at 650-599-1453.)

RECOMMENDATION

That the C/CAG TAC review and recommend approval of the Carpool 2020 Program in San Mateo County.

FISCAL IMPACT

A total of \$650,000 is budgeted for the Carpool 2020 program. \$200,000 was previous budgeted for the Carpool 2.0 program and \$450,000 will be new funding.

SOURCE OF FUNDS

- Transportation Fund for Clean Air (TFCA) Funds from Fiscal Years 2018/19 and 2019/20
 - \$200,000 remaining from previous Carpool 2.0 program
 - \$450,000 to be added from \$510,000 remaining available funds

BACKGROUND

Carpooling is an increasingly important means of transportation for congestion relief in San Mateo County. With the US 101 Express Lane coming in 2021, it is especially important to encourage those driving on the US 101 to start driving together in preparation for this lane addition.

C/CAG initially implemented a Carpool program in San Mateo County in Fiscal Year 2017-18, titled “Carpool! in San Mateo County”, in partnership with Scoop where each carpool trip had a \$2 subsidy for each the driver and rider. C/CAG spent a total of \$893,000 subsidizing nearly 226,282 carpool trips during the program. The following Fiscal Year 18-19, C/CAG partnered with Commute.org to launch Carpool 2.0, a rewards-based program administered by Commute.org. The program began in fall 2018 and continues through the end of 2019.

For the Carpool 2.0 program, C/CAG entered into agreement with Commute.org to run a rewards-based program. Riders who took 10 carpool trips could receive a \$25 gift card and continue receiving these rewards up to \$100 a person total. Carpool riders could either record their trips through the Waze Carpool app, the Scoop app, or self-log through the Commute Tracker application once they linked their account to the STAR platform. This program is still on-going and will continue through

December 2020 and be folded into the new Carpool 2020 Program.

For Carpool 2020, C/CAG would like to present a threefold program that pilots a variety of incentive programs all to increase carpooling in San Mateo County comprised of the following three (3) components:

1. Employer Incentives - Scoop
2. Driver Incentive – Waze Carpool
3. Rewards Based Incentives – Commute.org (continuation of Carpool 2.0)

For the Employer Incentives, Scoop will reach out to employers and encourage them to apply for their Managed Carpool Program, where Scoop matches the rides for employees who live near each other and work at the same company, with a C/CAG funded and Commute.org administered \$10,000 grant fund towards the “Free Commutes” add-on. The “Free Commutes” program is an option to all employers to entirely subsidize the cost of their employees’ trips. C/CAG will agree to cover the first \$10,000 of free ride costs otherwise charged to the employer, should the employer agree to sign on to the program for the duration of one year. The employer when charged a monthly invoice from Scoop, will include the data summary of that month from the program and track the total spend up to the stated \$10,000. C/CAG funds in this scenario go fully towards covering the cost of the trip for the employee.

For the Driver Incentives, Waze Carpool will encourage their users to sign up with Commute.org’s program and additionally offer bonus incentives to drivers and an extra incentive to existing riders. Existing riders and drivers with Waze Carpool will pay \$1 less than the estimated price. New drivers will receive about a \$5 bonus per ride they give during their first two weeks on the platform.

For the Rewards Based Incentives, which is a continuation of the Carpool 2.0 as implemented by Commute.org, carpoolers link their Waze Carpool and Scoop accounts to the STAR platform in order to receive \$25 gift cards up to \$100 total each for every 10 trips recorded with either verified carpooling app. Returning users also can enter into quarterly drawings for prizes to be determined by Commute.org. For this iteration, users will no longer be able to manually log their trips.

Please see the attached for more information about each of the programs and the table below for a general breakdown of the programs.

Carpool 2020 Program Overview		
1. Employer Incentives	2. Driver Incentives	3. Rewards Based Incentives
Who Manages		
Scoop	Waze Carpool	Commute.org
How it works		
Employers purchase Scoop’s “Managed Carpool Program” with the option of the employer receiving \$10,000 of promotion for the “Free Commutes” add-on through a Grant Application. The employer applies for the grant which is administered by Commute.org. The grant will be available for up to 30 employers with 300+ employees. (See Attachment 3 for more information.)	Waze Carpool encourages new drivers by offering \$5 bonus per ride given during the first two weeks on the platform. Existing Waze Carpool users are offered \$1 off per ride. (See Attachment 2 for more information.)	-Commute.org issues \$25 rewards for every 10 trips a user takes through a verified carpool app up to \$100 each. Returning users will be able to max out both Carpool 2.0 and Carpool 2020 benefits. STAR Platform users able to participate in quarterly drawings.
Total Budget		
Up to \$300,000	\$150,000	Up to \$200,000
How money will be spent?		
\$300,000 for 30 employers Max \$10,000 to each employer 300+ employees	<ul style="list-style-type: none"> - <i>First month of partnership only:</i> \$5 bonus for any trip taken by new drivers to/from San Mateo during their first 2 weeks of Waze Carpool - <i>As long as budget permits:</i> \$1 off rides to riders taking trips > 15 miles, which account for >90% of rides starting or ending in San Mateo (estimated to last 10-12 months) 	\$200,000 \$100 per user, \$XXX per quarter for prizes, and the remaining funds used for marketing
Additional Information		
<i>How can C/CAG be sure that the program will not be run just until C/CAG money is expended?</i>	<i>How will this program be sure to integrate Commute.org’s platform?</i>	<i>What happens to returning users who did not reach their full rewards in 2019?</i>
Employers must first agree to join the	Encourage new drivers to sign up with	Users are allowed to receive max benefits

Managed Carpool Program provided through Scoop. The \$10,000 covered of free rides offered by C/CAG is an incentive for the duration of an entire year.	Commute.org's platform to earn extra rewards. Waze will also push Commute.org's platform to all users.	from Carpool 2.0 and then re-enroll in Carpool 2020.
<i>How will this program be sure to integrate Commute.org's platform?</i>	<i>Will there be a cap on rides a driver can give?</i>	
-Encourage employees to sign up with the STAR platform to earn rewards. -Enter into mutual contract with Commute.org running the Program Grant Applications	New drivers will only be able to access these benefits during the first two weeks of joining the app. There is not limit on the amount of rides a driver gives during this period in an effort to create habit.	

ATTACHMENTS

1. Employer Based Incentive Program - Scoop
2. Driver Based Incentive Program – Waze Carpool
3. Rewards Based Incentive Program – Commute.org

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Attachment 1 Employer Based Incentives - Scoop

The Scoop Carpool element of the Carpool 2020 program will focus on reaching out to employers to better serve the commuters moving to and from San Mateo County businesses. Scoop offers a Managed Carpool Program for employers that would allow Scoop to match employees who live near each other with carpool rides to work. Reaching out to employers is an effective means of meeting a broad base of potentially viable carpoolers.

Scoop will deliver a carpooling program for San Mateo County commuters. Responsibilities are as follows.

Employer Based Incentive Program

C/CAG's role in this project is to act solely as the funding source for the Program. C/CAG will enter into contract with Commute.org who will be responsible for releasing the Grant Application and entering into contract with each company who chooses to sign up for Scoop's Managed Carpool Program, meets the necessary criteria to participate, and opts in to the "Free Commutes" add-on of which C/CAG offers to cover the first \$10,000 of costs for the duration of a one-year contract.

C/CAG of San Mateo County will delegate responsibility to Commute.org for the following deliverables related to the Program:

\$10,000 Grant Program

- All employers with over 300 employees in San Mateo County are eligible
- C/CAG to provide a \$10,000 towards Scoop's "Free Commutes" add-on service to the Managed Carpool Program. Program administered by Commute.org.
- Employers must purchase the standard Scoop Managed Carpool Program in order to be eligible for the \$10,000 bonus to the "Free Commutes" add-on.
- Grant is open until May 31, 2020
- Final date of program expenditure is June 30, 2021

Scoop will be responsible for the following elements of the Program:

- Making available mobile applications to support the Program, enabling commuters who want to carpool to or from work San Mateo County to have convenient online access to other commuters who take personal vehicles to or from work and who are looking for other commuters to share driving expenses
- Making Scoop available throughout San Mateo County
- Fielding employee carpool requests and matching employees to carpool (together with the mobile applications, the "Services")

- Determining the amount of cost to be shared with the driver by the passengers for each carpooling trip
- Accepting payments from the vehicle passengers by charging their credit cards on file with Scoop's mobile application (via Stripe, a 3rd party payment processor)
- Reimbursing the carpool drivers after trips taken based on the amount of cost shared by their carpooling passengers
- Providing customer support directly to carpool drivers and passengers related to scheduling trips, taking trips, and sharing the cost of the trip
- Providing marketing materials to encourage usage of the Program by commuters
- Performing the technical tasks to launch Scoop to the entirety of San Mateo County. These tasks include, but are not limited to: building the mapping and routing per city, setting pricing for every route, adjust matching algorithm, and ensuring Scoop's internal practices scale across County.
- Facilitating and managing the GRH reimbursement for San Mateo County commuters
- Promote the Commute.org platform

Scoop and Commute.org would agree to mutually promote each other's programs and manage the promotion with C/CAG's funding contribution. This money would cover Scoop's matching carpool cost for employees through the "Free Commutes" add-on and reduce the overall cost for individual carpoolers to zero dollars.

The Call for Project

C/CAG to release a Call for Project which will include the following:

- Project information, to include:
 - Program eligibility requirements
 - Program mechanics (i.e. up to \$10k in grant funding against "Free Commutes" spend in 2020, how to apply, application deadline)
 - Submission process and requirements
 - Grant application
- Contract that employer needs to sign and send to Commute.org to be accepted which will include an employer commitment to:
 - Purchase a Scoop Managed Carpool program and Free Commutes add-on with a minimum one-year contract
 - Market and promote the Scoop carpool program throughout the duration of their contract
 - Share aggregated monthly reports with C/CAG for all months in which C/CAG funds Free Commutes spend
 - Fund the Scoop for the entirety of the 1-year contract, even after \$10,000 C/CAG funds are depleted

Employers to submit the Call for Project information and begin discussions with Scoop directly to procure services.

The program would be available to employers until May 31, 2020. Program funding will be available until a final deadline of June 30, 2021.

Financial and Reporting Flow:

- C/CAG to contract directly with Commute.org who will manage the program
- Employers to enter into a contract with Scoop for the Managed Carpool Program. Employers then apply for the Grant Application through Commute.org and enter into contract with Commute.org once awarded the grant.
- Scoop to invoice employers on a monthly basis for “Free Commutes” spend
- Employers to forward monthly invoices and aggregated reports to Commute.org
- Commute.org to send one check per invoice to employers for eligible spend up to \$10,000 per employer
- Commute.org invoice C/CAG with aggregated spend and necessary data deliverables, outlined as follows.

Data Deliverables

Scoop will share the raw data with employers who will share the raw data with Commute.org who will then pass the data along to C/CAG for back end raw data analysis. Additionally, C/CAG requires that the following data be shared in the forms of reporting monthly and submitted with invoices from Scoop to employers for the purpose of reimbursement requests from employers to Commute.org. This data includes but is not limited to:

- Total Registered Users
- New Registered Users
- One-Way Trips Taken
- Unique Matched users
- Tons of CO2 Saved
- Rider Miles Saved

Program Cost

With a maximum of 30 employers participating in the program, the maximum expenditure for this program is \$300,000.

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Attachment 2 Driver Based Incentives – Waze Carpool

About Waze Carpool

Waze Carpool is a peer-to-peer service making carpooling easier, more convenient and fun. This helps expand transportation options and access for residents and reduces traffic congestion and emissions for all. Waze Carpool makes it easy to find the right people to ride with – users can view other Carpoolers’ profiles before they ride together. They can filter by coworkers or same gender. This keeps riders in complete control. Waze technology then calculates and coordinates pickup and drop-off routes and timing, so it’s the most efficient ride every time. The Waze driver and rider experiences are linked so people know when their car is there. Drivers get reimbursed for gas & wear and tear on the cars directly through the app, up to the IRS max of \$0.58/mile.

Driver-Based Incentive Program

The Waze Carpool element in the Carpool 2020 program will integrate Carpool driver incentives to encourage more carpoolers overall. In order to operate a functional carpool program, there needs to be more carpool drivers to match the demand of carpool riders. Waze Carpool will implement driver bonuses for new users that allow drivers to earn a \$5 bonus for every ride they give during the first two weeks on the platform. Additionally, Waze Carpool will offer a \$1 discounted ride to existing riders moving to and from San Mateo County.

Existing Users

Waze Carpool would target the existing users and promote further growth for existing users on the platform by offering a \$1 discount per ride for riders.

New Users

Waze Carpool would incentivize new drivers by offering a \$5 bonus to every driver for each ride they give within the first two weeks of driving with Waze Carpool.

Program Flow

Waze Carpool will release push notifications and other marketing pushes to advertise to users that the incentives are available. Users will access the rewards until they meet their cap (i.e. drivers will receive their bonuses only during the first two weeks). The program will run for the duration of one year. Waze Carpool will monitor the budget to ensure the funds last the duration of program.

Waze Carpool & C/CAG financial and reporting flow:

- C/CAG to contract directly with Waze Carpool
- Waze Carpool oversee incentive administration for the duration of one year
- Waze Carpool to invoice C/CAG quarterly, including a summary report sheet with the following data deliverables

Data Deliverables

Waze Carpool will report the following to C/CAG for the needs of reporting the necessary data consistently to show program success. This data includes but is not limited to:

- Total Registered Users
- New Registered Users
- One-Way Trips Taken
- Unique Matched users
- Tons of CO2 Saved
- Rider Miles Saved

Program Cost

Will cost \$150,000 for the Driver-Based Incentive element of the Carpool 2020 program.

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Attachment 3

Rewards-Based Incentive Program – Commute.org

The Commute.org element of the Carpool 2020 program would incorporate the same incentives that were rolled out in the Carpool 2.0 program. Riders who link their Waze Carpool or Scoop accounts with the STAR platform are eligible to receive a \$25 gift for every 10 carpool trips they complete up to \$100 each or 40 trips. For those riders who participated in the Carpool 2.0 program but did not receive the full amount of \$100 worth of gift card benefits, they will still have the opportunity to max out the rewards from Carpool 2.0 program and then begin accessing the full rewards offered in the Carpool 2020 program. Additionally, riders who have been loyal to the Commute.org incentives will be entered into quarterly drawings for prizes such as vacation packages and other monetary prizes. Each carpool trip a user takes will count for one name entry drawing.

Commute.org will no longer be including the Commute Tracker part of trip recording. The new program will only allow trips recorded through verified apps like Waze Carpool or Scoop app to qualify for the rewards.

Commute.org Employer Incentive Program Flow

Commute.org would also agree to manage the Call for Projects by way of Grant Application to employers in San Mateo County to opt in to Scoop's "Free Commutes" add-on to the Managed Carpool Program for the duration of one year. The first \$10,000 worth of trip costs is to be covered by C/CAG funding. Commute.org would then manage the contracts with Scoop and the employers to allocate funding to a maximum of 30 employers in San Mateo County with 300 or more employees. Grants will be administered on a first come first serve basis to those companies meeting the requirements between program start and May 31, 2020. Please see Attachment 3 for more information about this program.

Commute.org and C/CAG financial and reporting flow:

- Commute.org to contract directly with C/CAG for the rewards-based incentives
- Commute.org oversee rewards program from the duration of one year
- Commute.org invoice C/CAG monthly, including a summary sheet maintaining the previous cycle's data deliverables
- Commute.org to oversee and manage contracts between employers and Commute.org for the Scoop Grant Application and Free Commutes incentive
- Commute.org to submit one single invoice to C/CAG monthly with data deliverables from all employers

Program Cost

The total cost of the Commute.org element of this project is projected to cost \$200,000 for the rewards program including marketing. Commute.org would also manage \$300,000 for the Scoop Managed Carpool Program "Free Commutes" program.

C/CAG AGENDA REPORT

Date: January 16, 2020
To: Congestion Management Program Technical Advisory Committee (TAC)
From: Kim Wever
Subject: Review and recommend acceptance of the Measure M Fiscal Year 2018/19 Performance Report.

(For further information or response to questions, contact Kim Wever at 650-599-1451)

RECOMMENDATION

That the TAC review and recommend acceptance of the Measure M Fiscal Year 2018/19 Performance Report.

FISCAL IMPACT

\$8,112,365 (actual revenue FY 2018/19)

SOURCE OF FUNDS

Measure M - \$10 Vehicle Registration Fee (VRF)

BACKGROUND

The C/CAG sponsored Measure M; approved by the voters of San Mateo County in 2010, impose an annual fee of ten dollars (\$10) on motor vehicles registered in San Mateo County for transportation-related traffic congestion and water pollution mitigation programs. It was estimated that Measure M would generate approximately \$6.7 million annually and \$167 million total over the 25-year period between May 2011 and May 2036. Per the Expenditure Plan, 50% of the net proceeds will be allocated to cities/County for local streets and roads and 50% will be used for Countywide Transportation Programs such as transit operations/senior mobility, intelligent transportation system (ITS)/Smart Corridors, safe routes to school (SRTS), and stormwater pollution prevention.

In March 2011, the C/CAG Board approved the initial 5-Year Implementation Plan for FY 2011-2016. The Plan, which was amended in May 2012, provided an estimate of funds that would be allocated to jurisdictions for local streets and roads as well as established allocation percentages for administration and the countywide transportation programs. The allocations for the Countywide Transportation Programs were originally derived based on anticipated needs and estimated implementation cost to fund each respective programs and projects, annually and over the 5-Year implementation period. It was intended that the Countywide Transportation Programs be re-evaluated at the end of every five (5) period to determine whether the initial funding level (allocations) was adequate or whether adjustments are needed based on the actual expenditures incurred over the 5-Year period.

In May 2016, the Board adopted Resolution 16-11 authorizing the approval of the Measure M 5-Year

Implementation Plan (Fiscal Year 2017-2021). As shown below, the FY 2017-2021 Implementation Plan maintains the same criteria as the initial plan, including the assumption that estimated revenue will remain at \$6.7 million annually, although actual revenue will vary yearly.

**Measure M 5-Year Implementation Plan
Fiscal Year 2017/18 – 2020/21**

Program Description	Allocation	Annual Revenue (Million)	5-Year Revenue (Million)
▪ Program Administration	5% of total revenue	\$0.34	\$1.70
<i>Net Available for Programs (after Program Administration deduction)</i>			
▪ Local Streets and Roads	50%	\$3.18	\$15.90
▪ Transit Operations and/or Senior Transportation	22%	\$1.40	\$7.00
▪ Intelligent Transportation System (ITS) and Smart Corridors	10%	\$0.64	\$3.18
▪ Safe Routes to Schools (SRTS)	6%	\$0.38	\$1.90
▪ National Pollutant Discharge Elimination System (NPDES) and Municipal Regional Permit (MRP)	12%	\$0.76	\$3.82
Total Revenue		\$6.70	\$33.50

ATTACHMENTS

1. Measure M Fiscal Years 2018/19 Performance Report (December 2019)

MEASURE M - \$10 VEHICLE REGISTRATION FEE

FISCAL YEAR 2018-19 ANNUAL PERFORMANCE REPORT

December 2019

REVENUE

The Fiscal Year 2018-19 period starts July 1, 2018 and ends June 30, 2019. As part of the initial 5 Year Implementation Plan, the annual program budget is estimated at \$6.7 million with average monthly revenue of \$560,000. The actual revenue received during the Fiscal Year 2018-19 is approximately \$8,112,365. The following tables summarize the actual revenue received by C/CAG as of June 30, 2019, and accrued interest income for each fiscal year to date. Interest is accumulated and is reallocated to the countywide programs in future years. The amount allocated to the various program categories is the total revenue received, excluding interest earned and after subtracting 5% from the top for program administration, as summarized below.

Funds allocated under Administration pays for program management and administration activities. Per the adopted Measure M 5-Year Implementation Plan, unexpended allocation for program administration will be reallocated to the countywide programs in future years, similar to the accumulated interest.

REVENUE	FY 2018-19	Total to Date²
Total VRF Collected	\$7,774,301	\$58,989,770
DMV fees	(\$3,887)	(\$85,566)
To C/CAG	\$7,770,414	\$58,904,204
Interest ¹	\$341,951	\$686,885
Total Revenue	\$8,112,365	\$59,591,089
ADMINISTRATION		
Program Administration	5%	\$2,945,210
County Assessors Election Costs		(\$549,527)
Net Available for Programs	\$7,381,893	\$55,409,467

¹ Interest not included in distribution

² Total to Date is shown for informational only and includes amounts from inception to June 30, 2019.

ALLOCATION		FY 2018-19	Total to Date
Jurisdiction	50%	\$3,690,947	\$27,704,733
<i>Local Streets and Roads (Traffic Congestion Management/Stormwater Pollution Prevention)</i>			
Programs			
Countywide Transportation Programs	50%	\$3,690,947	\$27,704,733
Transit Operations/Senior Programs	22%	\$1,624,017	\$12,190,083
ITS / Smart Corridor	10%	\$738,189	\$5,540,947
Safe Routes to School	6%	\$442,914	\$3,324,5680
NPDES and MRP admin and projects	12%	\$885,827	\$6,351,728
Program Total		\$7,381,893	\$55,409,467

EXPENDITURES		FY 2018-19	Total to Date
Administration		\$112,760	\$1,724,973
Jurisdiction		\$3,357,538	\$24,269,809
<i>Local Streets and Roads (Traffic Congestion Management/Stormwater Pollution Prevention)</i>			
Programs			
Transit Operations/Senior Programs		\$1,401,033	\$11,634,908
ITS / Smart Corridor		\$0	\$1,702,409
Safe Routes to School		\$138,848	\$2,030,978
NPDES and MRP admin and projects		\$967,070	\$6,351,728
Program Total		\$6,457,052	\$47,714,805

Local Streets and Roads

Net funds available over the Fiscal Year 2018-2019 for distribution, after subtracting five percent for program administration, and the actual expenditure for each program category are summarized below.
Local Streets and Roads

Funds for local streets and roads are allocated to jurisdictions to reimburse expenditures related to traffic congestion management or stormwater pollution prevention related activities. Allocations are issued biennially for funds collected from July to December and from January to June of each fiscal year, after funds are collected for each six-month period. For the Fiscal Year 2018-19, C/CAG has allocated \$3.7 million with nearly \$3.4 million claimed by the local jurisdictions. Fifty percent (50%) of the total distribution has reimbursed jurisdictions for street resurfacing and congestion management related projects with 50% of the funds used to reimburse stormwater pollution prevention related activities such as street sweeping, storm drain inlet cleaning, and Municipal Regional Permit (MRP) compliance. The total allocations and reimbursements (through January 2, 2020) are as follows.

Jurisdiction	%	Allocation	Reimbursement		
			Stormwater	Traffic	Total
ATHERTON	2.03%	\$ 75,000	\$ -	\$ 75,000	\$ 75,000
BELMONT	3.37%	\$ 124,499	\$ 62,249	\$ 62,249	\$ 124,499
BRISBANE	2.03%	\$ 164,815	\$ 21,600	\$ -	\$ 21,600
BURLINGAME	4.08%	\$ 150,773	\$ 150,773	\$ -	\$ 150,773
COLMA	2.03%	\$ 75,000	\$ -	\$ -	\$ -
DALY CITY	9.54%	\$ 352,269	\$ -	\$ 352,269	\$ 352,269
EAST PALO ALTO	3.02%	\$ 111,572	\$ -	\$ -	\$ -
FOSTER CITY	3.20%	\$ 117,943	\$ -	\$ 117,943	\$ 117,943
HALF MOON BAY	2.03%	\$ 75,000	\$ -	\$ 75,000	\$ 75,000
HILLSBOROUGH	2.91%	\$ 107,380	\$ -	\$ 107,380	\$ 107,380
MENLO PARK	4.74%	\$ 174,853	\$ 174,853	\$ -	\$ 174,853
MILLBRAE	2.78%	\$ 102,670	\$ 102,670	\$ -	\$ 102,670
PACIFICA	4.75%	\$ 175,319	\$ 162,233	\$ 12,710	\$ 174,942
PORTOLA VALLEY	2.03%	\$ 75,000	\$ -	\$ -	\$ -
REDWOOD CITY	9.23%	\$ 340,582	\$ 340,582	\$ -	\$ 340,582
SAN BRUNO	4.83%	\$ 178,157	\$ 89,078	\$ 89,043	\$ 178,121
SAN CARLOS	4.08%	\$ 150,499	\$ 81,281	\$ 69,218	\$ 150,499
SAN MATEO	11.45%	\$ 422,538	\$ 139,203	\$ 283,335	\$ 422,538
SOUTH SAN FRANCISCO	7.27%	\$ 268,351	\$ 144,930	\$ 123,420	\$ 268,351
WOODSIDE	2.03%	\$ 75,000	\$ -	\$ 75,000	\$ 75,000
SAN MATEO COUNTY	12.56%	\$ 463,542	\$ 213,193	\$ 250,349	\$ 463,542
Total	100.00%	\$ 3,690,946	\$ 1,682,647	\$ 1,692,915	\$ 3,375,562

Countywide Transportation Programs

Transit Operations/Senior Mobility Programs

Funds for this category are currently used for paratransit (disabled and senior) service including Senior Mobility programs.

C/CAG provides the San Mateo Transit District (SamTrans) \$1.4 million annually to partially fund the RediWheels and Senior Mobility programs. SamTrans' annual paratransit service budget is over \$19 million. The programs are summarized as follows:

- Senior Mobility Program promotes and coordinates community transit; provides rides through community-based transportation; encourages the use of transit; provides information and assistance of older drivers; and promotes improvements to remove barriers to pedestrian activities by older adults.
- The RediWheels program is a fixed-route paratransit service for persons with disabilities who cannot independently use regular SamTrans bus service. The RediWheels service is provided on the bayside of the County (RediCoast on the coast side). SamTrans offers paratransit customers a financial incentive to use the services by allowing ADA (American with Disabilities Act) certified customers and personal care attendants to ride all regular fixed-route SamTrans trip without paying a fare.

Performance measures to assess effectiveness of the RediWheels program regarding ridership and contractor are provided below.

Shuttle Service	FY 2018-19
Total Revenue Hours ¹	40,103
Total Ridership (one-way trips)	76,859
Individual Riding ²	2,139
Cost Per Rider	\$56.17
<hr/>	
Contractor	FY 2018-19
Productivity (Passengers/hr.) [Std. 1.7]	1.92
On Time Performance [90%]	91%
Miles between preventable accidents [70,000]	43,183
Complaints per thousand riders [2.5]	0.63
Telephone hold time (minutes) [1.5]	1.1

1) Quarterly

2) Number of enrolled individual RediWheels users who rode

In addition to providing funds to RediWheels, C/CAG has allocated up to \$100,000 in Measure M Transit Operations and Senior Mobility program funding to supplement the funding C/CAG received from the Metropolitan Transportation Commission (MTC) to update two of the County's Community-Based Transportation Plans (CBTP). CBTPs are designed specifically to identify transportation needs in designated Communities of Concern, including areas with concentrated populations of low income, limited English proficiency, minority, zero vehicle households, seniors, disabled, single parent households or severely rent-burdened households.

Intelligent Transportation System (ITS)/Smart Corridor

Funds are being accumulated under this program category to be used for the San Mateo County Smart Corridor project construction and maintenance in addition to funding other countywide ITS projects. The Smart Corridor project deploys and integrates ITS elements, including communication network, signal system upgrade, signage and close circuit cameras along state routes (El Camino Real) and major local streets enabling Caltrans and local cities to implement strategies to manage recurring and non-recurring traffic congestion to reduce delays and improve mobility. The initial project extends from I-380 to the Santa Clara County line and includes local arterials connecting US 101 and SR 82 (El Camino Real).

C/CAG is extending the Smart Corridor project to the northern County in the Cities of South San Francisco and Brisbane along US 101 and City of Daly City and Town of Colma along I-280. Currently, these projects are in the environmental and design phases. Construction for these projects are anticipated to begin in FY 2020-21, therefore, some Measures M funds are being budgeted to be combined with other state funding. For FY 2018-19, no Measure M funds were expended since there was still a balance from the prior years' budget in the ITS/Smart Corridor fund. Maintenance cost during the FY 2018-19 was approximately \$293,000, which included preventative maintenance activities and repairs of the communication network and equipment as needed. Funds are being reserved for future maintenance needs, estimated at up to \$5.5 million over the next 10 years. For ITS, it is anticipated available funds will be allocated towards a program to provide cities funds for replacing and/or deploying new equipment for traffic management.

Safe Routes to School (SRTS)

The San Mateo County SRTS Program is a countywide effort to promote activities that increase the number of students walking, biking and carpooling to schools as ways of promoting students' health and fitness, in addition to reducing traffic congestion around schools and improving air quality. The program focuses on non-infrastructure project outreach activities such as education, encouragement, and evaluation. C/CAG subcontracts to the San Mateo County Office of Education (COE) for the day-to-day program management. The overall SRTS Program, funded by a combination of STP/CMAQ and matching funds from Measure M, is budgeted annually to include administration and indirect costs for COE staff and funds provided to the schools in the form of grants.

The FY 2018-19 program was based on the comprehensive 6 E's model: education, encouragement, engineering, enforcement, evaluation, and equity. These activities were delivered via school assemblies, bicycle and pedestrian rodeos, bike clubs, family bike nights, walking school buses, bike trains, International Walk to School Day, National Bike to School Day, Golden Sneaker Contests, and more. 96 schools from 14 districts participated in the program.

Federal funding for the FY 2017-18 program was not available until late 2017; however, to continue implementing the program between September – December 2017, C/CAG used local Measure M funds to support SMCOE staff time. Local funds did not include any funding for school site grants since they are

paid for by federal CMAQ funds. Federal funds were secured and made available to school districts in early 2018. Due to the delay, the deadline for districts/schools to spend grant funds was extended until June 30, 2019. In the second half of the fiscal year, districts utilized the approved vendors for education and encouragement activities, participated in National Bike to School Day, the 1st annual bike rack decorating contest, and a new mini-grant program to provide funds to schools not currently participating in the program.

Fiscal Year 2018-19 continued the programs that ran through 2017-18, including bike rodeos, classes and assemblies, encouragement events, and walk and bike audits. The federal CMAQ funds for this fiscal year helped cover the school site grants, administration costs, and other non-infrastructure program support to COE. Local Measure M money was used to fund walk audits and promote other Safe Routes to School programs.

Funding is provided to schools for non-infrastructure projects such as outreach and education activities and walkability/bikability audits. Measure M funds also support small capital infrastructure projects located on school sites such as signage, safety measures within school parking lots, bike lockers/racks, and other improvements addressing bicyclist and pedestrian access to/from school as well as promoting safe driving practices. A summary of participants and types of activities provided are as follows:

FY 18-19 Report Numbers

Participation	Total
School Districts	15
Individual Schools	90

Activities/Events	Total
Educational Bicycle Rodeos	62
Assemblies and Classes	329
Encouragement Events	401
Walk and Bike Audits	5

Student hand tallies and parent surveys conducted in Spring of 2017-18 & 2018-19 School Years indicated the following mode split:

	Family Car	Walk	Bike	Transit	School Bus	Carpool	Other
Spring, 2017-18 School Year	60%	20%	4.3%	2.2%	5.5%	7.4%	0.6%
Spring, 2018-19 School Year	62.4%	18.7%	4.1%	2.7%	4.8%	6.5%	0.6%

Source: SRTS Annual Report 2019; 2017-18 data was based on information from 10 districts and 44 schools. 2018-19 data is based on information from 14 districts and 65 schools.

National Pollutant Discharge Elimination System (NPDES)/Municipal Regional Permit (MRP)

Funds accumulating under this program category are designated for pollution mitigation programs and projects, as allowed under Measure M’s authorizing legislation, Government Code Section 65089.20. C/CAG utilizes Measure M funding (\$4 million from FY 2016-17 to FY 2020-21, approximately \$800k annually) for consultant support in meeting Municipal Regional Permit (MRP) requirements which includes the following technical support activities: Water quality monitoring, mercury/PCBs controls, trash load reduction, public information and outreach, general education/training/guidance/regional involvement & coordination, and annual reporting. Overall, Measure M funds in this program category have helped ensure C/CAG’s member agencies stay in compliance with requirements in the MRP. C/CAG performs all the mandated water quality monitoring in San Mateo County, most of stormwater-related public education and outreach, and significant efforts to support member agencies in achieving mandated reductions in mercury and PCBs (polychlorinated biphenyls), trash, and urban pesticides. In addition, Measure M funds support C/CAG’s consultant efforts to educate and train member agency staffs in implementing their local stormwater control programs, as well as support annual reporting of regional, countywide, and local stormwater management efforts.

In Fiscal Year 2018-19, funds supported seven technical subcommittees, 6 training workshops, performance of 670 on-land visual assessments at 220 sites to verify effectiveness of member agency trash load reduction actions, completion of Phase I and II Reasonable Assurance Analysis modeling reports to calculate baseline PCBs loading in San Mateo County and evaluate cost-optimized green infrastructure scenarios to meet long-term water quality goals for all member agencies, completion of the Green Infrastructure Design Guide and typical details and specifications to support green infrastructure implementation, establishment of local programs to manage PCBs in building materials during demolition, collection and analysis of water and sediment samples throughout the county, and review of all 21 member agency annual reports.

Area of Support/Permit Provision	Typical % of Expenditures
Water quality monitoring	38
Mercury/PCBs controls/Reasonable Assurance Analysis	17
Trash load reduction	10
Green infrastructure planning	16
General education, trainings, and guidance, and regional involvement & coordination	17
Annual reporting	2
Total	100

C/CAG AGENDA REPORT

Date: January 16, 2020

To: Congestion Management Program Technical Advisory Committee (TAC)

From: Kim Wever

Subject: Review and recommend approval of the Fiscal Year 2020/21 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

(For further information or response to questions, contact Kim Wever at 650-599-1451)

RECOMMENDATION

That the TAC review and recommend approval of the Fiscal Year 2020/21 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

FISCAL IMPACT

FY 2020/21 estimated total amount available is \$1,400,000 (Admin. - \$65,000; Projects - \$1,335,500)

SOURCE OF FUNDS

The Bay Area Air Quality Management District (BAAQMD) is authorized under Health and Safety Code Section 44223 and 44225 to levy a fee on motor vehicles. Funds generated by the fee are referred to as the Transportation Fund for Clean Air (TFCA) funds and are used to implement projects to reduce air pollution from motor vehicles. Health and Safety Code Section 44241(d) stipulates that forty percent (40%) of funds generated within a county where the fee is in effect shall be allocated by the BAAQMD to one or more public agencies designated to receive the funds, and for San Mateo County, C/CAG has been designated as the County Program Manager to receive the funds.

BACKGROUND

The BAAQMD County Program Manager Fund Expenditure Plan Guidance for TFCA (Guidance) for Fiscal Year 2021 is utilized for the FY 2020/21 Program. Cost Effectiveness (C-E), as defined in the Guidance, is used as screening criteria for all projects considered for allocation under the TFCA program. For instance, ridesharing projects must result in a C-E of less than \$150,000 per weighted ton of reduced emissions. Existing Shuttle/Feeder Bus Service must show a C-E of less than \$200,000 per weighted ton of reduced emissions.

For the past several years, C/CAG has allocated the TFCA funds to projects implemented by the San Mateo County Transit District (SamTrans) and Commute.org. Funds provided to SamTrans historically help fund the SamTrans Shuttle Program for the BART shuttles, which provide peak commute period shuttle service from BART stations to employment sites in San Mateo County. Funds provided to Commute.org help fund the Countywide Voluntary Trip Reduction Program, which is a program that provides incentives to reduce single occupant vehicle trips and includes carpool/vanpool/school incentives as well as the addition of the countywide Guaranteed Ride Home program for the upcoming year. Commute.org also manages shuttles on behalf of member cities.

In FY 2019/20, as summarized in the table below, in addition to the Voluntary Trip Reduction Program and SamTrans Shuttle Program, funds were distributed towards continuing the Carpooling Incentive Program and a new innovative pilot project. Annual average amount allocated to C/CAG is approximately \$1.3 million.

	TFCA Funds FY 2019/20
Administration	\$54,079
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
SamTrans BART Shuttle	\$150,000
Carpool Incentives Program / Innovative Pilot Project	\$510,000
Total	<u>\$1,314,079</u>

FY 2020/21 Funding Recommendations

At the time of submitting this report, BAAQMD has not issued their final funding and revenue estimates. Estimates will be finalized on January 13, 2020 and actual estimates will be provided to the committee at the meeting. From previous revenue and interest estimates, CCAG staff estimates \$1,400,000 available for FY 2020/21. The increase in funding is attributed to rolled over unspent funds from previous cycle, variation in interest rate, and revenue estimates by BAAQMD. The estimated administration budget is \$65,000 (approx. 5%, the maximum allowable is 6.25%) with the remaining \$1,335,500 available for projects. For each funding cycle, staff consults with SamTrans and Commute.org to identify projects that are deemed most cost-effective in achieving the TFCA program objectives.

For this cycle, it is recommended that Commute.org receive an allocation of \$600,000 for the Countywide Trip Reduction Program. It is also recommended that the SamTrans Shuttle Program receive an allocation of \$300,000 for the BART Shuttle Program. Commute.org’s amount remains at the same level and SamTrans amount increased by \$150,000. The remaining \$435,000 is recommended to be allocated towards continuing the Carpooling Incentive Program as well as a new innovative pilot project, to be determined. These funding recommendations are subject to submission of an acceptable work plan and C-E calculations to BAAQMD to qualify for use of the funds.

A summary of the recommended Fiscal Year 2020/21 TFCA County Program Manager fund is shown below:

	<u>TFCA Funds FY 20/21</u>
Administration	\$65,000
Commute.org - Countywide Voluntary Trip Reduction	\$600,000
SamTrans BART Shuttle	\$300,000
Carpool Incentives Program / Innovative Pilot Project	\$435,000
Total	<u>\$1,400,000</u>

Staff will receive finalize numbers from BAAQMD on Monday, January 13, 2020 and will update the TAC on the changes. Staff requests the TAC to review and recommend approval of the Fiscal Year 2020/21 Expenditure Plan for the Transportation Fund for Clean Air (TFCA) County Program Manager Fund for San Mateo County.

ATTACHMENTS

- None.

C/CAG AGENDA REPORT

Date: January 16, 2020

To: City/County Association of Governments of San Mateo County Technical Advisory Committee

From: Mikaela Hiatt, Transportation Programs Specialist

Subject: Review and recommend approval of a subscription to StreetLight Data and Services in the amount of \$275,000 and C/CAG member agency cost-share.

(For further information, contact Mikaela Hiatt at 650-599-1453.)

RECOMMENDATION

That the C/CAG TAC review and recommend approval of a subscription to StreetLight Data and Services in the amount of \$275,000 and C/CAG member agency cost-share.

FISCAL IMPACT

\$275,000 First Year Subscription Cost

- \$50,000 C/CAG
- \$50,000 SMCTA
- \$175,000 from Member Agencies

For more information, please see Attachment 2.

SOURCE OF FUNDS

- SMCTA Measure A Funds
- C/CAG Measure M (\$10 Vehicle Registration Fee)
- Member Agency Funds

BACKGROUND

At the October 17, 2019 TAC Meeting, staff presented the availability of geospatial data (big data) and analysis tools that can provide cities more capabilities and abilities to evaluate and analyze traffic patterns and transportation projects. The TAC discussed potential interests by a number of cities for acquiring the geospatial data (e.g. Streetlight) and the possibility of a joint subscription. The committee recommended C/CAG to procure for the data going through the Request for Proposal (RFP) process and in addition, survey cities for interest in a cost sharing model.

C/CAG released an RFP on December 13, 2019, for the procurement of Location-Based Big Data and Services for the purpose of developing a deeper understanding of the travel patterns of those moving in and around San Mateo County. The RFP closed January 3, 2020 at 4:00 PM.

C/CAG received one proposal from StreetLight Data by the closing deadline. After evaluating the StreetLight Data proposal, it was concluded that StreetLight meets the necessary requirements as stated by C/CAG in the RFP. Attachment 1 provides a summary of the proposal submitted by StreetLight Data.

C/CAG, along with the SMCTA, is interested in procuring StreetLight Location-Based Data and Services for the county. Both C/CAG and the SMCTA are interested in procuring data and services for all member jurisdictions interested in utilizing such data and services. Each jurisdictions’ monetary contribution is based on population. Jurisdictions electing not to be included in the procurement will not be able to access the data and services for the entire duration of the contract.

The cost quoted to C/CAG as negotiated is \$275,000 for the entire region within San Mateo County boundaries for the first year with the option to renew in the second and third year for \$363,000 each year. The cost to each single jurisdiction outside of a countywide subscription as quoted by StreetLight Data would be \$99,000 per jurisdiction. With a contribution of \$50,000 each from C/CAG and the SMCTA for the subscription, please see Attachment 2 to view the breakdown of cost per jurisdiction (Table A assuming full participation). The subscription would include the subsequent data and services outlined in the StreetLight Technical Proposal.

C/CAG has elected to separate the cost charge classifications by jurisdiction population, broken up into large, medium, and small jurisdiction classification. Please see the below table for the maximum allowable cost to cities per year.

Table B		
Jurisdiction Size	Max 1st Year Cost	Max 2nd and 3rd Year Cost
Large	\$40,000	\$50,000
Medium	\$25,000	\$30,000
Small	\$8,000	\$10,000

The more jurisdictions that elect to participate in a StreetLight subscription, the cost will go down proportionately from these maximums. Should there be a deficit between the SMCTA and C/CAG’s equal \$50,000 contribution, the total number of jurisdictions interested in participating, and the cost per year charged by StreetLight, C/CAG will cover the difference. Please see Attachment 2 for more information.

C/CAG requests member agencies state their intent to contribute to the overall cost of the StreetLight Data procurement, agreeing to the cost allocation as determined by population breakdown and percentage of share discussed and agreed upon at the January 16, 2020 meeting.

ATTACHMENTS

1. StreetLight Data Technical Proposal Executive Summary
2. Cost Breakdown

2. Executive Summary

The transportation industry continues to evolve rapidly with the introduction of new modes and technologies such as scooter and bike-share services, ride-hailing services, and connected and autonomous vehicles (CAV). This evolution is fundamentally changing transportation and challenging the way transportation professionals think about and plan for the future. At the core of this challenge is the need for high-quality, timely data that represents the new mobility patterns of people and vehicles.

Traditional data collection methods make it difficult for transportation professionals to keep up with the rapid pace of changes in mobility due to limitations in scale, cost, and time. Empirical data compiled from a variety of sources such as mobile devices, connected vehicles, Internet of Things (IoT) sensors, and more is the best source of transportation behavior analytics in our dynamic transportation world.

StreetLight simplifies data-driven infrastructure and policy planning by providing the best Big Data resources & on-demand software together. At the core of our proposed solution is *StreetLight InSight*[®] - the only interactive transportation data platform. *StreetLight InSight* users can access customized analytics like origin-destination, select link, travel time, routing, and more in just a few mouse clicks – without downloading any software.

Several key factors differentiate the StreetLight team and our proposed solution:



Immediate access to on-demand analytics

StreetLight InSight is not a model, a report, or a static heatmap. It's a self-serve platform that lets users ask mobility questions and get the answers within minutes.

- Get instant access to traffic metrics for any road, without sensors.
- Place a gate on any road – or 50,000 roads or more – and get accurate AADT and trip attributes for vehicles passing through each gate.
- Select locations or draw your own “zones,” and analyze travel patterns between them. Visualize and solve complex transportation problems virtually on the fly, and much more.

Access to the *StreetLight InSight* web-based platform for granular analysis into any of the study areas is available immediately - there will be no delay for C/CAG users to start running nuanced analyses relevant to their planning efforts. *StreetLight InSight* analytics are purpose-built for transportation and mobility planning and designed to facilitate project performance measurement. Analytics are downloadable as CSV files, so it is easy to use them with other modeling and analysis tools and combine them with existing data resources.

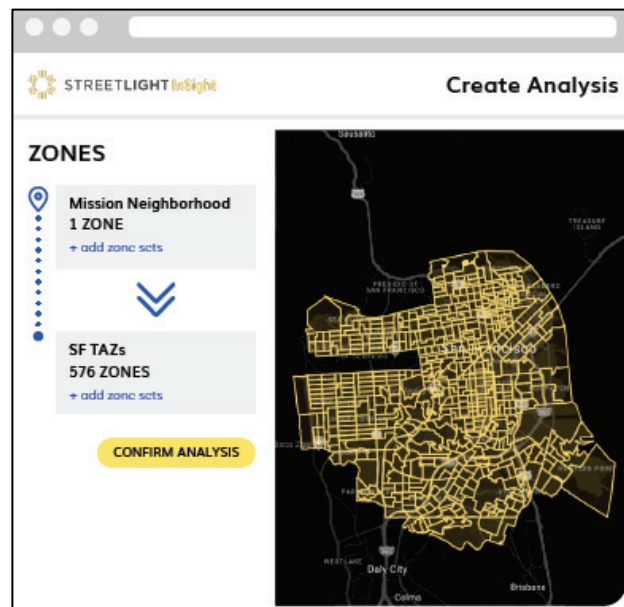


Figure 1: Analytics for every road, bike lane, Census Block, and more at your fingertips.

The *StreetLight InSight* software platform allows users to independently run analytics on-demand with specific, customized parameters (i.e., type of day, time of data, commercial or personal vehicle trips, etc.). Most analytics are ready in minutes, and more complex studies are available in hours - enabling staff to focus more time and energy on planning and problem-solving than data-crunching.

StreetLight's Software-as-a-Service (SaaS) subscription model allows organizations to run an unlimited number of analyses within their geography without incremental costs, making it affordable to collect data regularly and to study behavior changes over time.

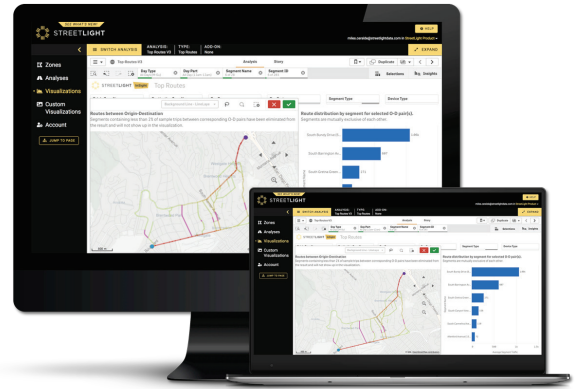


Figure 2: *StreetLight InSight®* is the only interactive transportation data platform



Best Geo-Location Data – StreetLight selects the best range of real-world data sources from a fast-changing, emerging technology landscape. Our company has access to the largest mobility-relevant source of Location-Based Service (LBS) data in the U.S. as well as access to the largest source of trucking GPS and one of the largest sources of personal connected car GPS data.

StreetLight's data sets cover nearly 25% of the combined US and Canadian populations as a whole and are scalable and appropriate for micro, meso, and macro studies thanks to their high spatial precision.

Our LBS data provides all the advantages of cellular data, but without its limitations. LBS data has device persistence and large, well-distributed sample sizes, as does cellular. But cellular data is not spatially or temporally precise enough to accurately answer many mobility and transportation questions. Figure 1 illustrates a location record's potential location at different levels of spatial precision. The spatial precision for LBS data is 18m on average. At 300m to 1000m spatial precision, cellular data records cannot provide corridor- or intersection-level insights.

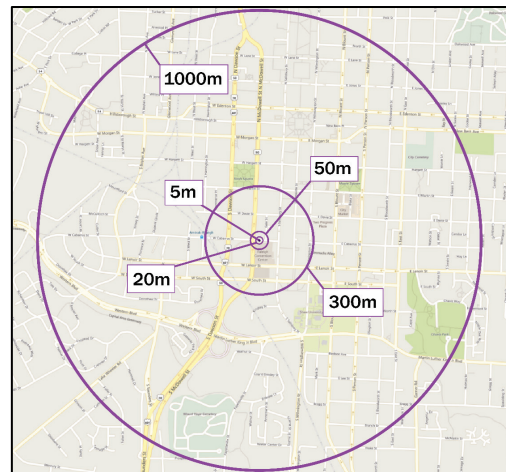


Figure 3: *Illustration of spatial precision*



Data Science Expertise - StreetLight has more experience processing Big Data for transportation than any other company around the world. Our team brings 100+ years of collective experience in data science and engineering to transportation. We process trillions of datapoints a month. Since the data landscape changes literally every month, it is a full-time specialty to stay on top of this, with many subspecialties, and StreetLight invests in it full-time.



Privacy - StreetLight is an industry leader in privacy practices, with a full-time VP of Privacy, and a commitment to Privacy By Design (PbD). StreetLight has put robust technical safeguards in place to protect data throughout the production process. These technical safeguards are complemented by administrative safeguards and training.

Examples include: setting a minimum baseline for suppliers in requiring that data be archival and de-identified before receipt; using a multi-step, multi-layered anonymization and aggregation methodology during processing; and employing automated privacy and coverage checks within *StreetLight InSight*. This is further supported by privacy training for employees and participation in industry and policy initiatives through the Future of Privacy Forum and the International Association of Privacy Professionals (IAPP).

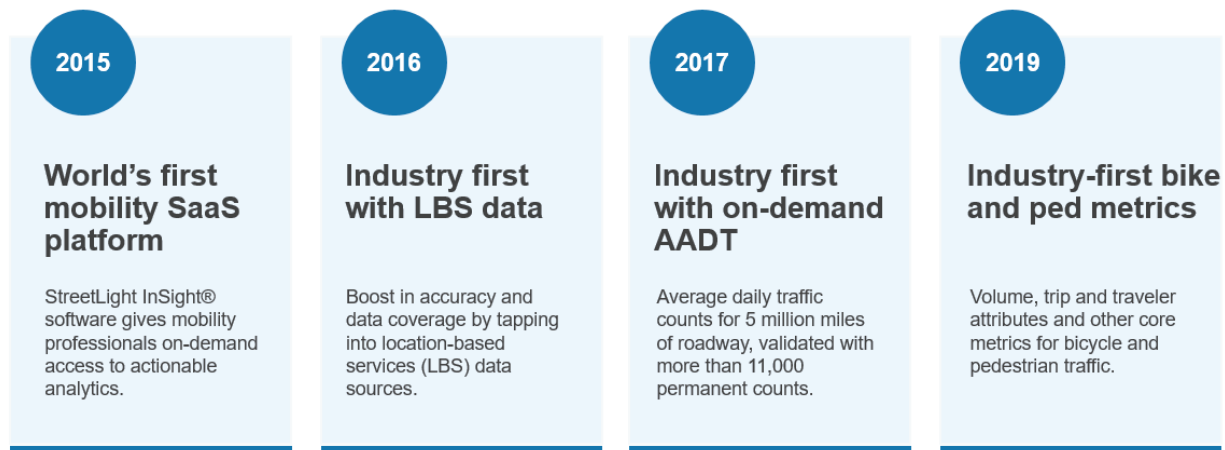


Figure 4: A journey of innovation marked by transportation industry-firsts.

StreetLight has been developing transportation analytics and planning tools since 2011 and continues to be an industry leader. Our team has provided products to hundreds of customers working on thousands of projects across the United States. Our goal with this proposal is to provide C/CAG with the most current and comprehensive transportation data possible, and believe that *StreetLight InSight* is the best available solution to help your C/CAG achieve its goals.

As outlined in this response, StreetLight will provide C/CAG with unlimited access to our *StreetLight InSight* platform from day one. This proposal details an annual Regional Subscription to *StreetLight InSight* Multimode Analytics for C/CAG and its member agencies that will allow users to run an unlimited number of *StreetLight InSight* analyses during the year. C/CAG's Regional Subscription will include:

- Unlimited access to the Multimode Analytics tier through the *StreetLight InSight* platform.
- Multi-Domain Subscription: Platform access for an unlimited number of C/CAG staff + a maximum of two (2) staff and/or consultants from each of the 20 cities/towns and unincorporated County geographical areas.
- Dedicated Customer Success Manager
- Unlimited Access to StreetLight Technical Support
- Two (2) Tickets to StreetLight User Summit

On the following pages, StreetLight has responded to all of the requests included in the RFQ and has detailed the value and benefits that C/CAG will receive through a Regional Subscription.

Attachment 2
SAMPLE - Tiered Cost Breakdown Estimate for StreetLight Data

Table A							
	Jurisdiction	Population	Percentage of Population	Cost without C/CAG and TA participation	1st Year Cost with C/CAG and TA	2nd and 3rd Year Cost with C/CAG and TA	Percentage of Cost Share
	TOTAL for SMC	774,155	100.0%	\$ 2,079,000	\$175,000	\$263,000	100%
Large Cities	Daly City	107,864	13.9%	\$ 99,000.00	\$15,000.00	\$ 22,542.86	8.6%
	San Mateo	104,490	13.5%	\$ 99,000.00	\$15,000.00	\$ 22,542.86	8.6%
	Redwood City	86,380	11.2%	\$ 99,000.00	\$15,000.00	\$ 22,542.86	8.6%
	South San Francisco	67,082	8.7%	\$ 99,000.00	\$15,000.00	\$ 22,542.86	8.6%
	County of San Mateo	65,828	8.5%	\$ 99,000.00	\$15,000.00	\$ 22,542.86	8.6%
Medium Cities	San Bruno	46,085	6.0%	\$ 99,000.00	\$8,000.00	\$ 12,022.86	4.6%
	Pacifica	38,418	5.0%	\$ 99,000.00	\$8,000.00	\$ 12,022.86	4.6%
	Menlo Park	35,268	4.6%	\$ 99,000.00	\$8,000.00	\$ 12,022.86	4.6%
	Foster City	33,490	4.3%	\$ 99,000.00	\$8,000.00	\$ 12,022.86	4.6%
	East Palo Alto	30,917	4.0%	\$ 99,000.00	\$8,000.00	\$ 12,022.86	4.6%
	Burlingame	30,294	3.9%	\$ 99,000.00	\$8,000.00	\$ 12,022.86	4.6%
	San Carlos	29,897	3.9%	\$ 99,000.00	\$8,000.00	\$ 12,022.86	4.6%
	Belmont	27,388	3.5%	\$ 99,000.00	\$8,000.00	\$ 12,022.86	4.6%
	Millbrae	22,854	3.0%	\$ 99,000.00	\$8,000.00	\$ 12,022.86	4.6%
Small Cities	Half Moon Bay	12,639	1.6%	\$ 99,000.00	\$4,000.00	\$ 6,011.43	2.3%
	Hillsborough	11,543	1.5%	\$ 99,000.00	\$4,000.00	\$ 6,011.43	2.3%
	Atherton	7,135	0.9%	\$ 99,000.00	\$4,000.00	\$ 6,011.43	2.3%
	Woodside	5,623	0.7%	\$ 99,000.00	\$4,000.00	\$ 6,011.43	2.3%
	Portola Valley	4,767	0.6%	\$ 99,000.00	\$4,000.00	\$ 6,011.43	2.3%
	Brisbane	4,692	0.6%	\$ 99,000.00	\$4,000.00	\$ 6,011.43	2.3%
	Colma	1,501	0.2%	\$ 99,000.00	\$4,000.00	\$ 6,011.43	2.3%

Table B		
Jurisdiction Size	Max 1st Year Cost	Max 2nd and 3rd Year Cost
Large	\$40,000	\$50,000
Medium	\$25,000	\$30,000
Small	\$8,000	\$10,000

Table A is a representation of the breakdown between cities should every city elect to participate. Table B shows the maximum that each city would contribute. The more cities that participate, the rate lowers for all contributors proportionately.

C/CAG AGENDA REPORT

Date: January 16, 2020
To: Congestion Management Program Technical Advisory Committee (TAC)
From: Jeff Lacap
Subject: Review and recommend approval of the Final 2019 Congestion Management Program (CMP) and Monitoring Report

(For further information, contact Jeff Lacap at 650-599-1455)

RECOMMENDATION

That the CMP TAC review and recommend approval of the Final 2019 Congestion Management Program (CMP) and Monitoring Report

FISCAL IMPACT

\$71,833 for consultant services to provide traffic monitoring services for the 2019 CMP; approved by the C/CAG Board at the February 2019 meeting.

BACKGROUND

Overview

Per state legislation established in 1991, C/CAG as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) for San Mateo County on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The CMP is required to be consistent with the Metropolitan Transportation Commission (MTC) planning process that includes regional goals, policies, and projects for the Regional Transportation Improvement Program (RTIP). The 2019 CMP, which is developed to be consistent with MTC's Plan Bay Area 2040, also provides updated program information and performance monitoring results for the CMP roadway system.

2019 Final CMP Update

On October 17, 2019, the C/CAG Congestion Management Program Technical Advisory Committee recommended approval of the 2019 Draft CMP.

The C/CAG Congestion Management and Environmental Quality Committee (CMEQ) also recommended approval at their meeting on October 28, 2019, but further recommended that staff investigate into expanding the CMP network of monitored roadway segments and intersections within the county and research other performance measures used in other Congestion Management Programs within the region and state to be incorporated in future updates.

The C/CAG Board approved the Draft 2017 CMP on November 14, 2019 and authorized its release for review and comments. The Draft 2019 CMP and the notices of its availability for review were

issued on November 22, 2019 to all interested parties including local and regional transportation agencies and local jurisdictions. Comments are due by January 20, 2020. No comments have been received to date.

Since the draft version was presented to the TAC in November, minor grammatical and editorial changes were made to the 2019 Final CMP and appendices in addition to the following items:

- Update of ‘Current TSM/TDM Programs in San Mateo County’ in Chapter 4.
- Update of ‘Table VI: Origins and Destinations of Home-to-Work Trips’ in Chapter 4.
- Updated all maps to show the location of San Francisco International Airport
- Updated Appendix H: SMCTA Strategic Plan

2019 CMP Approval Schedule (Tentative)

<u>Date</u>	<u>Activity</u>
January 16, 2020	Final CMP to TAC
January 27, 2020	Final CMP to CMEQ
February 13, 2020	Final CMP to Board
March 2020	Final CMP to MTC

Staff requests that the TAC recommend adoption of the Final 2019 CMP and allow staff to incorporate any additional comments received prior to presenting to the Board for adoption in February.

Since most of the CMP document remains unchanged, only electronic versions of the documents are being provided to the TAC. The Final 2019 CMP and Appendix are provided electronically only and can also be downloaded from the following webpage:

<http://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>

ATTACHMENT

- Final 2019 San Mateo County CMP & Appendix (*Available for download at:*
<http://ccag.ca.gov/committees/congestion-management-program-technical-advisory-committee/>)

C/CAG AGENDA REPORT

Date: January 16, 2020

To: C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC)

From: Jeff Lacap, Transportation Programs Specialist

Subject: Review the approach to a fiscally constrained list of projects to be submitted to the Metropolitan Transportation Commission (MTC) for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050

(For further information or questions contact Jeff Lacap at 650-599-1455)

RECOMMENDATION

That the CMP TAC review the approach to a fiscally constrained list of projects to be submitted to the Metropolitan Transportation Commission (MTC) for the update of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) also known as Plan Bay Area 2050

FISCAL IMPACT

Unknown.

SOURCE OF FUNDS

N/A

BACKGROUND

Metropolitan Transportation Commission (MTC) is continuing the update of its long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/ SCS), to be adopted in the summer of 2021. The RTP/ SCS, also known as Plan Bay Area 2050, will detail how the San Francisco Bay Area's transportation system will be maintained, improved and expanded to the horizon year of 2050. The Plan Bay Area is updated every four (4) years and typically with no mid-term amendment. The last RTP/SCS update was performed in 2017.

Plan Bay Area 2050 is a state-mandated, integrated long-range transportation, land-use and housing plan that will support a growing economy, provide housing and transportation choices, and reduce transportation-related pollution in the San Francisco Bay Area. It is important to note that Plan Bay Area 2050 will not make any funding commitment towards any specific transportation projects but sets a high-level roadmap for future transportation investments.

Regionally-Significant Projects Category

In early 2019, The Metropolitan Transportation Commission (MTC) requested the assistance of each of the nine Bay Area Congestion Transportation Agencies (CTA's) to coordinate transportation project submittals for their county. Projects/programs seeking future regional, state or federal funding through the planning horizon year of 2050 must be submitted for consideration in the adopted plan.

As required by federal and state planning regulations, Plan Bay Area 2050 will be a fiscally constrained plan. This means the proposed transportation project costs cannot exceed the reasonably expected transportation revenues forecasted over the planning horizon.

On March 4, 2019, the Metropolitan Transportation Commission (MTC) adopted guidance for the request for regionally-significant transportation projects. Regionally-significant project means a transportation project that is adding capacity to a facility which serves regional transportation needs. At that time, MTC provided a county target of \$4.578 billion for regionally-significant projects only.

C/CAG staff initiated a call for projects within San Mateo County on March 15, 2019 with a deadline of project submittals by April 10, 2019. Extensive outreach was performed including an applicant workshop for city/county staff, a public hearing noticed in local papers and on NextDoor, and presentations at public meetings. On June 13, 2019 the C/CAG Board adopted Resolution 19-51 endorsing a list of 32 regionally-significant projects submitted to MTC for inclusion in the update of Plan Bay area 2050 totaling \$4.530 billion.

Programmatic Investments Category

Programmatic Investments are a collection of like transportation projects (other than regionally significant projects) identified by a single listing in the Plan, often grouped by purpose and geography (e.g. pavement preservation, bicycle/pedestrian facilities, intersection improvements). Projects that are considered Programmatic Investments do not have to be submitted for individual listing. Projects that increase capacity of the transportation system but fail to meet the regionally-significant criteria listed above will be considered programmatic investments (e.g., minor highway improvements, widening of local streets, grade separation projects). Programmatic investments are exempt projects, which means the project is exempt from regional transportation air-quality conformity requirements. Having a project listed under a programmatic category enables project sponsors to still be eligible for both State and Federal funding and show consistency with the RTP.

During the project submittal process in Summer 2019 described above, MTC did not ask for a programmatic investment submittal. For illustrative purposes, Attachment 1 shows the programmatic categories and their associated costs from the previous Plan Bay Area 2040 update for San Mateo County which had a total cost of \$1.057 billion.

Financial Constraint

As part of the initial project submittal process in 2019, MTC was in the midst of developing revenue projections and the county target of \$4.578 billion provided was only for regionally-significant projects. It was expected that the project total cost for both regionally-significant and programmatic investments would need to be revised during the MTC project level assessment process with a possibility that some projects and programs, particularly those that are in early conceptual stages,

would be revised to include only early phases of funding in this RTP.

On January 2, 2020, MTC staff provided the revised revenue forecast and projections, and that San Mateo County's combined total budget for both regionally-significant and programmatic investments is \$5.261 billion. MTC requests that the County Transportation Agencies begin to fiscally constrain their respective transportation investments for both regionally-significant and programmatic investments and submit a revised list by March 27, 2020.

Because the original list of projects submitted by C/CAG to MTC in June 2019 were only regionally-significant projects, these projects will need financial revisions so that the overall submittal fits within this most recent imposed fiscally constraint budget to include both regionally-significant and programmatic investments. C/CAG staff proposes to revise project costs of some regionally significant projects, particularly those that are in early conceptual stages with a completion date of 2030 or beyond, in order to fiscally constrain the project list. Attachment 2 shows the list of regionally-significant projects; staff will focus on those shown highlighted and italicized.

C/CAG staff will work with project sponsors whose projects are being revised. The current needs of each programmatic category will be assessed, and project costs may be revised as well. Because the revenue projections will not be finalized until the actual adoption of Plan Bay Area 2050, MTC may further revise the revenue projections and further project refinements may be necessary.

Next Steps

C/CAG staff will present a revised list to the C/CAG CMP TAC and CMEQ Committee in February for review and recommendation for approval; this will include revised project costs and programmatic categories. The revised list will be presented to the C/CAG Board in March for review and endorsement.

ATTACHMENTS

1. List of Programmatic Categories for San Mateo County from Plan Bay Area 2040
2. List of Regionally Significant Projects submitted to MTC for inclusion in the update of Plan Bay Area 2050

**Attachment 1 - Programmatic Categories from Plan Bay Area 2040
(For Illustrative Purpose Only)**

RTP ID	Programmatic Category	Programmatic Category Description	PBA 2040 Cost (\$ in millions)
17-06-0001	Bicycle and Pedestrian Program	Projects in this category are new bicycle (on-street and off-street) and pedestrian facilities, and facilities that connect existing network gaps, including but not limited to new multi-purpose pedestrian/bicycle bridges over US 101 and sidewalk gap closures	\$247
17-06-0002	County Safety, Security and Other	Projects in this category address safety and security needs of San Mateo County including county-wide implementation of Safe Routes to School Program	\$41
17-06-0003	Multimodal Streetscape	Projects in this category implement multimodal or complete streets elements, including but not limited to projects along facilities such as El Camino Real, Bay Road, Ralston Avenue, University Avenue, Middlefield Road, Palmetto Avenue, Mission Street, Geneva Avenue, and Carolan Avenue	\$289
17-06-0004	Minor Roadway Expansions	This category includes roadway capacity increasing projects (new roadways, widening or extensions of existing roadways) on minor roads such as Blomquist Street, California Drive, Railroad Avenue, Manor Drive, and Alameda de las Pulgas	\$58
17-06-0005	Roadway Operations	County-wide Implementation of non-capacity Increasing local road Intersection modifications and channelization countywide and County-wide implementation of local circulation improvements and traffic management programs countywide	\$64
17-06-0006	County-wide Intelligent Transportation System (ITS) and Traffic Operation System Improvements	Installation of transportation system management improvements such as Intelligent Transportation System (ITS) elements and TOS equipment throughout San Mateo County.	\$93
17-06-0039	Grade Separations	This project includes grade separations of the Caltrain right of way at approximately 2 to 3 high priority locations in San Mateo County, including 25th Avenue. This project is based on San Mateo County's Measure A grade separation category.	\$265
Total			\$1,057

Attachment 2 - List of Regionally Significant Projects Submitted to MTC - June 2019

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date/Completion Date of Project	Comments
17-06-0017	Route 101/Holly St Interchange Access Improvements	San Carlos	Street/Highway Facility	Highway	The proposed project would convert the existing full cloverleaf configuration to a partial cloverleaf design by eliminating two of the existing loop off-ramps of the interchange, and realign the diagonal on- and off-ramps into signalized T-intersections with local streets. A new pedestrian and bicycle over crossing will be constructed in the south side of Holly Street Interchange.	2021	In Construction
17-06-0007	US-101 Express Lanes: I-380 to Whipple	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	Modify existing lanes on U.S. 101 to accommodate a managed lane	2022	In Construction
17-06-0010	Improve U.S. 101/Woodside Road interchange	Redwood City	Street/Highway Facility	Highway	Modifies the Woodside Road Interchange at US 101.	2025	Design Phase
17-06-0023	Route 1 Improvements in Half Moon Bay	Half Moon Bay	Street/Highway Facility	Highway	In Half Moon Bay, On Route 1: Improve safety and reduce congestion by providing protected left and right turn lanes, warranted traffic signals, roundabouts, two through lanes only at signalized intersections, Class I bike lanes, pathways, bus stops, traffic signal interconnects, safety lighting, median and channelization improvements.	2020	Design Phase
17-06-0025	US 101/University Ave. Interchange Improvements	East Palo Alto	Street/Highway Facility	Highway	On University Avenue across US-101, between Woodland Avenue and Donohoe Street; Add bike lanes and sidewalk and modify the NB and SB off-ramps to eliminate pedestrian/bicycle conflicts and improve traffic operations.	2021	Design Phase
17-06-0004	Hwy 1 / Manor Drive Overcrossing Improvement	Pacifica	Street/Highway Facility	Highway	Widen existing Manor Drive Overcrossing and signalize the intersections of Palmetto Drive/Manor Drive and Oceana Drive/Manor Drive. Construct new northbound on-ramp at Hwy 1 and Milagra Drive.	2030	Planning Phase
17-06-0008	Add northbound and southbound modified auxiliary lanes and/ or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	Add northbound and southbound modified auxiliary lanes and/or implementation of managed lanes on U.S. 101 from I-380 to San Francisco County line.	2024	Planning Phase
17-06-0009	Improve operations at U.S. 101 near Route 92 - Phased	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	US 101 operational improvements near Route 92. Project may have phased construction.	2026	Planning Phase
17-06-0011	US 101 Produce Avenue Interchange	South San Francisco	Street/Highway Facility	Highway	Construct a new interchange on US 101 at Produce Avenue, connecting Utah Avenue on the east side of US 101 to San Mateo Avenue on the west side of US 101. This will allow for reconfiguration of the existing southbound ramps at Produce Ave and Airport Blvd, as well incorporation of the northbound off- and on- ramps at S. Airport Blvd into the interchange design.	2024	Planning Phase
17-06-0012	U.S. 101 Interchange at Peninsula Avenue	San Mateo (City)	Street/Highway Facility	Highway	Construct new southbound on- and off-ramps at US-101/Peninsula Avenue	2023	Planning Phase

Attachment 2 - List of Regionally Significant Projects Submitted to MTC - June 2019

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date/Completion Date of Project	Comments
17-06-0016	Improve access to and from the west side of Dumbarton Bridge on Route 84 connecting to U.S. 101 per Gateway 2020 Study and Dumbarton Corridor Transportation Studies - Phased	San Mateo City/County Association of Governments (CCAG)	Street/Highway Facility	Highway	Improve access to /from the west side of Dumbarton Bridge (Route 84 connecting to U.S. 101) per Gateway 2020 Study and Dumbarton Corridor Transportation Studies (Phased implementation of short term projects. Environmental phase only for long term projects).	2040	Planning and Implementation Phase
17-06-0020	Hwy 1 operational & safety improvements in County Midcoast (acceleration/deceleration lanes; turn lanes; bike lanes; pedestrian crossings; and trails)	San Mateo County	Street/Highway Facility	Highway	Operational and safety improvements for vehicles, transit, bicycles, and pedestrians, along the Highway 1 corridor between Half Moon Bay and Pacifica. This could include acceleration lanes, deceleration lanes, recreational and commuter parking, turn lanes, bike lanes, intersection control, including roundabouts, enhanced crossings, and trail network improvements.	2020	Planning Phase
17-06-0021	Environmental Studies for 101/Candlestick Interchange	Brisbane	Street/Highway Facility	Highway	Planning and environmental analysis of the reconstruction of 101/Candlestick Interchange to full all-directional interchange with a single point cross street connection. Project would provide all-direction ramp movements controlled by new signalized intersections at the cross street connections. Interchange would join an improved Harney Way to the east, and would join the Geneva Avenue Extension to the west. Accommodate E/W crossing of planned BRT facility.	2025	Planning Phase
17-06-0024	Reconstruct U.S. 101/Sierra Point Parkway interchange (includes extension of Lagoon Way to U.S. 101)	Brisbane	Street/Highway Facility	Highway	Reconstruct a partial interchange and provide improved access to Brisbane, Bayshore Blvd and proposed Brisbane Baylands project. Lagoon Way extension connects to the reconstructed interchange and provides improved access to Brisbane, Daly City, and the pending 600-acre Brisbane Baylands development.	2030	Planning Phase
17-06-0029	Add new rolling stock and infrastructure to support SamTrans bus rapid transit along El Camino Real- Phase	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	This project will institute new rolling stock and infrastructure necessary to accommodate BRT along El Camino Real	2040	Planning Phase
17-06-0035	I-280 improvements near D Street exit	Daly City	Street/Highway Facility	Highway	Improve the on and off-ramps and approaches for I-280 near the D Street exit in Daly City	2025	Planning Phase
17-06-0037	Widen Millbrae Avenue between Rollins Road and U.S. 101 southbound on-ramp and resurface intersection of Millbrae Avenue and Rollins Road	Millbrae	Street/Highway Facility	Local Project	Widen Millbrae Avenue between Rollins Road and US101 Southbound On Ramp and resurface the intersection of Millbrae Avenue and Rollins Road.	2022	Planning Phase
17-06-0038	Construct a 6-lane arterial from Geneva Avenue/Bayshore Boulevard intersection to U.S. 101/Candlestick Point interchange - Environmental phase	Brisbane	Street/Highway Facility	Local Project	Planning and environmental analysis of a 6-lane arterial from the Geneva Avenue at Bayshore Boulevard to 101/Candlestick Interchange. Grade separation at the Caltrain and Tunnel Ave, Class II bike lanes, on-street parking (travel lanes during peak periods), and sidewalks. Sections will be reserved for an exclusive lane BRT facility that connects to the Bayshore Multimodal Station and provides through service to BART Balboa Station.	2025	Planning Phase
17-06-0040	Extend Blomquist Street over Redwood Creek to East Bayshore and Bair Island Road	Redwood City	Street/Highway Facility	Local Project	Redwood City Blomquist Street Extension and Blomquist Bridge over Redwood Creek	2023	Planning Phase
17-06-0030	Environmental Clearance and Design of the Redwood City Ferry Terminal and Service	Redwood City	Public Transit Facility	Transit	Planning and environmental analysis of the construction of a new ferry terminal, purchase of 3 new high-speed ferry vessels, and operation of new ferry service between Redwood City and San Francisco.		Conceptual Phase
17-06-0031	Redwood City Street Car Project	Redwood City	Public Transit Facility	Transit	New transit service between Downtown and Stanford in Redwood City	2035	Conceptual Phase

Attachment 2 - List of Regionally Significant Projects Submitted to MTC - June 2019

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date/Completion Date of Project	Comments
17-06-0014	Reconstruct U.S. 101/Willow Road interchange	Menlo Park	Street/Highway Facility	Highway	The project proposes to reconstruct the existing US 101/Willow Road (Route 114) Interchange within the existing alignment to a partial cloverleaf interchange. Project includes class I bike paths and class II bike lanes.	2021	In Construction; cost reduced for remaining component
17-06-0019	State Route 92-82 (El Camino) Interchange Improvement	San Mateo (City)	Street/Highway Facility	Highway	Widen the existing ramps and reconfigure the existing interchange from a full cloverleaf to a partial cloverleaf. Pedestrian and bicycle improvements would be included as part of the project.	2021	Project is completed; cost reduced for remaining component
17-06-0013	Reconstruct U.S. 101/Broadway interchange*	Burlingame	Street/Highway Facility	Highway	Reconstructs the US 101/Broadway interchange.	2017	Project is completed
17-06-0015	Construct auxiliary lanes (one in each direction) on U.S. 101 from Marsh Road to Embarcadero Road*	Caltrans	Street/Highway Facility	Highway	Add northbound and southbound auxiliary lanes.	2015	Project is completed
17-06-0018	Improve local access at I-280/I-380 from Sneath Lane to San Bruno Avenue to I-380— Environmental only*	San Bruno	Street/Highway Facility	Highway	Environmental assessment of local access improvements at the existing I-280 / I-380 interchange located in the City of San Bruno. The project would provide access to I-380 from the two main east-west secondary roads of Sneath Lane and San Bruno Avenue.		Project will not move forward
17-06-0022	Westbound slow vehicle lane on Route 92 between Route 35 and I-280— Environmental Phase	San Mateo County	Street/Highway Facility	Highway	Planning and environmental analysis of a westbound slow vehicle lane on Route 92 between Route 35 and I-280		Project will not move forward
17-06-0027	Implement supporting infrastructure and Automated Transit Signal Priority to support SamTrans express rapid bus service along El Camino Real	San Mateo County Transit District (SamTrans)	Bicycle/Pedestrian Facility	Transit	This project will institute necessary infrastructure and Automated Transit Signal Priority necessary to accommodate express rapid bus service along the length of El Camino Real from Palo Alto to Daly City.		Project is in construction
17-06-0034	Construct Route 1 (Calera Parkway) northbound and southbound lanes from Fassler Avenue to Westport Drive in Pacifica*	Pacifica	Street/Highway Facility	Highway	The Calera Parkway project will widen Highway 1 from four lanes to six lanes, from approximately 1,500 feet south of Fassler Avenue to approximately 2,300 feet north of Reina Del Mar Avenue, a distance of 1.3 miles, and will add a 16ft wide landscaped median between concrete barriers from San Marlo Way to Reina Del Mar Avenue	2021	Project will not move forward
17-06-0032	Route 1 San Pedro Creek Bridge Replacement and Creek Widening Project*	Pacifica	Street/Highway Facility	Highway	Replace San Pedro Creek Bridge on CA 1 with a longer bridge and widen the creek channel for 100 year storm flow capacity. Provide for a class 1 multi-purpose trail on the eastern side.	2015	Project is completed
17-06-0033	Widen Route 92 between SR 1 and Pilarcitos Creek alignment, includes widening of travel lanes and shoulders*	Half Moon Bay	Street/Highway Facility	Highway	Widens shoulders and travel lanes to standard widths. Straighten curves at few locations.	2025	Project will not move forward
17-06-0036	Widen Skyline Boulevard (Route 35) to 4 lane roadway from I-280 to Sneath Lane— Phased*	San Bruno	Street/Highway Facility	Highway	Widens Skyline Blvd. (SR 35) between I-280 and Sneath Lane. It is currently the last portion of what is otherwise a four lane roadway along Skyline Blvd. The project widens approximately 1.3 miles of the roadway into four lanes.	25	Project will not move forward

Attachment 2 - List of Regionally Significant Projects Submitted to MTC - June 2019

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date/Completion Date of Project	Comments
NEW	Introduce network of regional express bus routes	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	Purchase electric buses to use in running expanded express bus service utilizing the San Mateo County Express Lanes project; construct improvements at the US-101/SR-92 interchange park-and-ride; add secure bike parking and improved bus stop facilities at key stop locations.	2022	Planning Phase
NEW	<i>El Camino Real/Westbound I-380 Ramps Intersection (exit to northbound El Camino Real) Upgrade</i>	<i>San Bruno</i>	<i>Street/Highway Facility</i>	<i>Auto</i>	<i>The El Camino Real/Westbound I-380 Ramps Intersection project is proposed to improve intersection operations and decrease expected future delays due to growth in vehicle traffic by adding an additional right-turn lane access from westbound I-380 onto northbound El Camino Real.</i>	<i>2035</i>	<i>Conceptual Phase</i>
NEW	<i>Eastbound I-380 Freeway Expansion</i>	<i>San Bruno</i>	<i>Street/Highway Facility</i>	<i>Auto</i>	<i>The Eastbound I-380 Freeway Expansion project is proposed to decrease expected future delays due to growth in vehicle traffic by widening the freeway between I-280 and US 101.</i>	<i>2035</i>	<i>Conceptual Phase</i>
NEW	<i>Interstate 380 Congestion Improvements</i>	<i>San Bruno</i>	<i>Street/Highway Facility</i>	<i>Auto</i>	<i>The Interstate 380 Congestion Improvements project is proposed to improve the safety and operation on I-380 and improve weaving around the El Camino Real interchange while minimizing impact to local traffic circulation by modifying the I-380/I-280/I-101 interchange through the construction of auxiliary lanes, new local exit ramps and/or collector-distributor roads.</i>	<i>2035</i>	<i>Conceptual Phase</i>
NEW	<i>HSR Millbrae SFO Station</i>	<i>Millbrae</i>	<i>Public Transit Facility</i>	<i>Transit</i>	<i>Construct 4-level underground parking structure podium in preparation for future High Speed Rail Millbrae SFO station at the northeast corner of Millbrae Ave and El Camino Real as part of the Millbrae Station Area Specific Plan. Project will include electronic wayfinding signage along US101 and Interstate 280 providing direction and real time transit information to attract SOV and promote transit use in the region.</i>	<i>2030</i>	<i>Planning Phase</i>
NEW	<i>Millbrae SFO Guideway Improvement</i>	<i>Millbrae</i>	<i>Public Transit Facility</i>	<i>Transit</i>	<i>Improve existing guideway between Millbrae Station and SFO Station to accommodate new trains to provide seamless transit between Millbrae Station/future High Speed Rail Station and SFO Station.</i>	<i>2030</i>	<i>Conceptual Phase</i>
NEW	Redwood City Transit Center Expansion Project	Redwood City	Public Transit Facility	Transit	Expand and potentially relocate Redwood City Caltrain Station	2025	Conceptual/Planning Phase
NEW	<i>Grand Avenue Off- Ramp Realignment</i>	<i>South San Francisco</i>	<i>Street/Highway Facility</i>	<i>Highway</i>	<i>Construct an elevated off ramp that connects to the Grand / Dubuque intersection</i>	<i>2030</i>	<i>Conceptual Phase</i>
NEW	<i>Railroad Avenue Extension</i>	<i>South San Francisco</i>	<i>Street/Highway Facility</i>	<i>Local Project</i>	<i>Construct a new local road connection between Littlefield Avenue and Linden Avenue, include a two lane facility that crosses US 101 and Caltrain ROW.</i>	<i>2038</i>	<i>Planning Phase</i>

Attachment 2 - List of Regionally Significant Projects Submitted to MTC - June 2019

RTP ID	Project Title	Project Sponsor	System	Mode	Project Description	Opening Date/Completion Date of Project	Comments
NEW	<i>3rd Avenue/US101 Interchange</i>	<i>San Mateo (City)</i>	<i>Interchange Modification</i>	<i>Vehicle</i>	<i>Reconstruct US101/3rd Ave Interchange</i>	<i>2030</i>	<i>Conceptual Phase</i>
NEW	<i>Local Road Connection from I-380 Terminus/N Access Road to "The East Side" of South San Francisco</i>	<i>South San Francisco</i>	<i>Street/Highway Facility</i>	<i>Local Project</i>	<i>Construct a new local road connection between the I-380 terminus/ N. Access Road with the "The East Side" area of South San Francisco. This project will include a water bridge connection.</i>	<i>2035</i>	<i>Conceptual Phase</i>
NEW	<i>Sierra Point Connection</i>	<i>South San Francisco</i>	<i>Street/Highway Facility</i>	<i>Local Project</i>	<i>Construct a new local road connection between the Veterans Blvd. and Shoreline Court, include a two lane bridge connection.</i>	<i>2045</i>	<i>Conceptual Phase</i>
NEW	<i>Hillsdale Transit Center</i>	<i>San Mateo (City)</i>	<i>Transit Improvements</i>	<i>Transit</i>	<i>Build multimodal station access for relocated Hillsdale Caltrain station. Plan is envisioned to include station area access, bicycle station, kiss and ride, bus/shuttle access, and potential mixed-use development</i>	<i>2030</i>	<i>Planning Phase</i>
NEW	El Camino Real Road Diet	Millbrae	Street/Highway Facility	Local Project	El Camino Real currently has three lanes in each direction with high traffic speeds and volume. The improvement concept for El Camino Real reflects the objectives of the Grand Boulevard Initiative, which focuses on making the corridor more comfortable for all road users from motorists and bus riders to bicyclists and pedestrians by reducing travel lane, widening sidewalks, and adding bike lanes.	2025	Planning Phase
New	Pilot Hovercraft Ferry Service from Foster City	Foster City	Street/Highway Facility	Transit	Implement a pilot hovercraft service from Foster City (destination TBD) to relieve congestion and reduce carbon emissions. Includes: 2x 30 person high speed hovercraft, two basic hoverports, supporting infrastructure, and all feasibility study, environmental and regulatory costs. O&M costs will be partially offset by farebox recovery	2021	Planning Phase
New	Regional Hovercraft Ferry Network	Foster City	Street/Highway Facility	Transit	Implement a region-wide hovercraft ferry network connecting all 9 bay area counties, as well as OAK and SFO; to relieve congestion and reduce carbon emissions. Includes: 18 new hoverports, 25 locally-built high speed 80 passenger hovercraft, all supporting infrastructure, and all environmental and regulatory costs. O&M costs will be offset by farebox recovery with target ratio of 80%	2030	Conceptual Phase
NEW	Dumbarton Rail Corridor	San Mateo County Transit District (SamTrans)	Public Transit Facility	Transit	Passenger rail connecting to Redwood City and the Peninsula Corridor and Newark/Union City/Fremont in the East Bay via existing Dumbarton Rail Bridge Corridor. Reconstruction of the Dumbarton Rail Bridge is a critical aspect of the multimodal program which facilitates substantial, additional transit capacity across the San Francisco Bay, thus providing alternative transportation options for residents of the East Bay who travel to employment centers throughout the Peninsula.	2028	Transformative multi county project and won't be counted towards the San Mateo County financial target at this time.

Potential projects to be revised to financially constrain the transportation investments as part of Plan Bay Area 2050

C/CAG AGENDA REPORT

Date: January 16, 2020
To: C/CAG Congestion Management Program Technical Advisory Committee (CMP TAC)
From: Jeff Lacap, Transportation Programs Specialist
Subject: Regional Project and Funding Information

(For further information, contact Jeff Lacap at 650-599-1455 or jlacap@smcgov.org)

RECOMMENDATION

Regional project and funding information.

FISCAL IMPACT

None

SOURCE OF FUNDS

N/A

BACKGROUND

C/CAG staff routinely attends meetings hosted by the Metropolitan Transportation Commission (MTC) and receives information distributed from MTC pertaining to federal funding, project delivery, and other regional policies that may affect local agencies. Attached to this report includes relevant information from MTC.

FHWA Policy for Inactive Projects

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). The current inactive list is attached (Attachment 1). Project sponsors are requested to visit the Caltrans site regularly for updated project status at: <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>

Please continue to send in your invoices in a timely matter to Caltrans or let them know of any unanticipated delays to your project. Obligated funds should be able to be spent and invoiced for reimbursement within 6 months. Projects not ready to be encumbered or awarded within 6 months should not be obligated.

Pavement Management Program (PMP) Certification

The current PMP certification status listing is attached (Attachment 2). Jurisdictions without a current PMP certification are not eligible to receive regional funds for local streets rehabilitation and will have projects removed from MTC's obligation plans until their PMP certification is in good standing. Contact Christina Hohorst, PTAP Manager, at (415) 778-5269 or chohorst@mtc.ca.gov if you need to update your certification.

Miscellaneous MTC/CTC/Caltrans Federal Aid Announcements

Proposed MTC Annual Obligation Plan Requirements for FY 2019-20

The MTC Annual Obligation Plan status report for FY 2019-2020 is attached for your reference (Attachment 3). The jurisdictions listed in this report are required to deliver a complete, funding obligation Request for Authorization (RFA) package to Caltrans Local Assistance by November 1, 2019 for this current fiscal year. Funds that do not meet the obligation deadline of January 31, 2020 are subject to re-programming by MTC.

ATP Cycle 5 Update

The Cycle 5 Call for Projects is anticipated to be announced by the California Transportation Commission (CTC) in Spring 2020. Cycle 5 is expected to include about \$440M in ATP funding made up of Federal funding, State SB1 and State Highway Account (SHA) funding. The funding/programming years are expected to include 21/22, 22/23, 23/24 and 24/25. Fiscal years.

SB 1 Competitive Program and Funding Updates

Solutions for Congested Corridors Program (SCCP) – The primary objective of the Congested Corridors Program is to fund projects designed to reduce congestion in highly traveled and highly congested corridors through performance improvements that balance transportation improvements, community impacts, and that provide environmental benefits. The Call for Projects is anticipated to be announced by the California Transportation Commission (CTC) at the January 29, 2020 meeting with applications due June 1, 2020.

Competitive Local Partnership Program (LPP) - The purpose of this program is to provide local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees with a continuous appropriation of \$200 million annually from the Road Maintenance and Rehabilitation Account to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. The Call for Projects is anticipated to be announced by the CTC at the March 25, 2020 meeting with applications due in May.

Trade Corridor Enhancement Program (TCEP) - The purpose of the program is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan. The Call for Projects is anticipated to be announced by the CTC at the March 25, 2020 meeting with

applications due in May.

For more information, please visit the CTC website: <https://catc.ca.gov/programs/sb1>

Federal Aid Series

The Federal Aid Series provides an overview of key requirements and responsibilities for local agencies using federal funds. On January 21, 2020, in Marysville and on January 30, 2020 in San Diego, you will learn about “Federal Environmental Requirements for Local agency Transportation Projects ‘OFF’ the State Highway System”. On January 22, 2020 in Marysville, the topic is “Getting Your Federal-Aid Started”, an overview of key requirements and responsibilities to be carried out by local agencies using federal funds for project delivery. On February 10, 2020 in Sacramento, the topic is: “Procedures for Right-of-Way Acquisition”. There is a nominal fee of \$25 per course, and Caltrans will subsidize the remaining cost. Register here: <http://californialtap.org/index.cfm?pid=1077>

Caltrans Call for Local Roadway Safety Plan (LRSP)

Beginning with Highway Safety Improvement Program (HSIP) Cycle 11 (around April 2022) and on, an LRSP (or its equivalent) will be required for an agency to be eligible to apply for HSIP funds. To assist local agencies developing their safety plans, a total of \$10 million from the HSIP was set aside and exchanged for state funds. Each applicant may have up to \$72,000 of state funds.

The funds will be awarded to the applicants on a “first-come, first-serve” basis. There is no application deadline. Caltrans will continue to accept applications for as long as the funding is available. Please click on the link to access the LRSP Application - <https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/hsip/2019/lrsprequestform20191008.pdf>

Please submit the application to HSIPDoNotReply@dot.ca.gov with cc to the District Local Assistance Engineer (DLAE), Marco Militante (marco.militante@dot.ca.gov). See Attachment 4 for a copy of the application.

Funding and Programming Transportation Projects in California

This course on February 19-20, 2020 focuses on the dynamics of transportation funding as well as knowledge to inform practical grantsmanship. Students develop a better understanding of how the process works in California, including who the players are, how to develop or match a project with a particular funding source(s), and what's on the horizon with regard to funding priorities. Participants will also gain insights into the underlying sources of complexity and uncertainty in transportation funding and finance. Register here:

<https://registration.techtransfer.berkeley.edu/CourseStatus.awp?&course=2030PL020219>

ATTACHMENTS

1. Caltrans Inactive Obligation Project List for San Mateo County as of December 27, 2019
2. MTC’s PMP Certification Status of Agencies within San Mateo County as of January 7, 2020
3. MTC Annual Obligation Plan for FY 2019-20
4. Local Roadway Safety Plan (LRSP) Application

Updated on 12/27/2019

Project Number	Status	Agency Action Required	State Project No	Project Prefix	District	County	Agency	Project Description	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Program Codes	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5267026	Inactive	Invoice overdue. Contact DLAE.	0418000408L	ATPCML	4	SM	San Carlos	IN SAN CARLOS - US 101 AND HOLLY STREET INTERCHANGE PEDESTRIAN OVER CROSSING OVER US101 AND MULTIPURPOSE PATH AT HOLLY STREET INTERCHANGE	07/31/2018	07/19/2018	07/31/2018	09/16/2018	Z400	\$23,272,000.00	\$1,000,000.00	\$0.00	\$1,000,000.00
5438011	Future	Invoice under review by Caltrans. Monitor for progress.	0400021118L1	HPLUL	4	SM	East Palo Alto	BAY ROAD: CLARKE/ILLINOIS TO COOLEY LANDING (BAY TRAIL) ROAD WIDEN, RESURFACE, STREETScape, BIKE LANE	01/25/2019	04/04/2012	01/25/2019	01/25/2019	Z400	\$17,325,020.00	\$9,747,135.64	\$1,389,744.01	\$8,357,391.63
5102048	Future	Invoice under review by Caltrans. Monitor for progress.	0417000037L	CML	4	SM	San Mateo	DOWNTOWN SAN MATEO: EL CAMINO REAL TO DELAWARE, 9TH TO TILTON AVE REPLACE EXISTING PARKING METERS WITH SMART METERS AND INSTALL PARKING AVAILABILITY SIGNS AT CITY FACILITIES	08/17/2016	08/17/2016	11/04/2015	03/19/2019	Z400	\$2,471,000.00	\$2,000,000.00	\$115,000.00	\$1,885,000.00
5350022	Future	Invoice under review by Caltrans. Monitor for progress.	0419000057L	STPL	4	SM	Pacifica	VARIOUS LOCATIONS IN THE CITY OF PACIFICA REMOVE AND INSTALL 100 CURB RAMPS	02/21/2019	02/21/2019		02/21/2019	Z230	\$658,400.00	\$400,000.00	\$0.00	\$400,000.00
5299013	Future	Invoice under review by Caltrans. Monitor for progress.	0415000126L	STPL	4	SM	Millbrae	MILLBRAE DOWNTOWN AND EL CAMINO REAL CORRIDOR, MILLBRAE PRIORITY DEVELOPMENT AREA SPECIFIC PLAN	08/14/2018	02/06/2015	08/14/2018	02/21/2019	M23E	\$650,000.00	\$500,000.00	\$300,037.10	\$199,962.90
5333018	Future	Invoice returned to agency. Contact DLAE.	0418000269L	ATPL	4	SM	Woodside	IN WOODSIDE, ALONG STATE ROUTE 84 FROM WOODSIDE ELEMENTARY SCHOOL TO CANADA ROAD CONSTRUCT SEPARATE MULTI-USE PATH	02/26/2019	02/26/2019	09/06/2018	02/26/2019	Z003	\$596,462.00	\$136,000.00	\$0.00	\$136,000.00
5177040	Future	Invoice returned to agency. Contact DLAE.	0419000112L	CML	4	SM	South San Francisco	EL CAMINO REAL (SR82) FROM ARROYO TO KAISER WAY COMPLETE STREET IMPROVEMENTS	01/04/2019	01/04/2019	12/21/2017	01/04/2019	Z003	\$150,000.00	\$125,000.00	\$0.00	\$125,000.00
6204113	Future	Invoice ASAP to avoid inactivity.	0400000684L	CML	4	SM	Caltrans	US 101 BROADWAY INTERCHANGE IN BURLINGAME, RECONSTRUCT INTERCHANGE INCLUDE BIKE/PED FACILITY	02/12/2019	01/30/2014	02/12/2019	02/12/2019	M400	\$50,647,000.00	\$3,613,000.00	\$3,553,370.96	\$59,629.04

5029025	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	0400021046L-N	BPMP	4	SM	Redwood City	BRIDGE PARKWAY(RIGHT) OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PARKWAY, PREVENTATIVE MAINTENANCE	04/13/2011	04/13/2011		08/02/2017	Q120	\$75,000.00	\$66,398.00	\$39,121.06	\$27,276.94
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PMP_Certification_Status_Listing

PMP Certification January 7, 2020	Expired
	Expiring within 60 days
	Certified

* "Last Major Inspection" is the basis for certification and is indicative of the date the field inspection was completed.

County	Jurisdiction	Last Major Inspection*	Certified	P-TAP Cycle	Certification Expiration Date
San Mateo	Atherton	8/13/2018	Yes	19	9/1/2020
San Mateo	Belmont	8/30/2017	Pending	20	4/30/2020
San Mateo	Brisbane	8/11/2018	Yes	19	9/1/2020
San Mateo	Burlingame	9/1/2018	Yes	19	10/1/2020
San Mateo	Colma	8/31/2017	Pending	20	4/30/2020
San Mateo	Daly City	1/31/2017	Pending	20	4/30/2020
San Mateo	East Palo Alto	12/19/2018	Yes	19	1/1/2021
San Mateo	Foster City	2/28/2018	Yes	18	3/1/2020
San Mateo	Half Moon Bay	12/31/2015	Pending	20	4/30/2020
San Mateo	Hillsborough	10/2/2018	Yes	19	11/1/2020
San Mateo	Menlo Park	11/12/2018	Yes	19	12/1/2020
San Mateo	Millbrae*	8/31/2017	Yes	18	9/1/2020
San Mateo	Pacifica	8/20/2018	Yes	19	9/1/2020
San Mateo	Portola Valley	9/1/2018	Yes	19	10/1/2020
San Mateo	Redwood City	11/14/2018	Yes	19	12/1/2020
San Mateo	San Bruno	9/30/2017	Yes	20	4/30/2020
San Mateo	San Carlos	8/31/2016	Pending	20	4/30/2020
San Mateo	San Mateo*	11/30/2017	Yes	18	12/1/2020
San Mateo	San Mateo County	8/31/2016	Pending	20	4/20/2020
San Mateo	South San Francisco	9/1/2017	Pending	20	4/20/2020
San Mateo	Woodside	11/15/2018	Yes	19	12/1/2020

(*) Indicates One-Year Extension. Note: PTAP awardees are ineligible for a one-year extension during the cycle awarded.

(^) Indicates previous P-TAP awardee, but hasn't fulfilled requirement; must submit certification prior to updating to current P-TAP award status.

Note: Updated report is posted monthly to:

http://mtc.ca.gov/sites/default/files/PMP_Certification_Status_Listing.xlsx

MTC FFY 2019-20 Annual Obligation Delivery Status																				
Project List																				
October 31, 2019																				
County	Local Agency	TIP ID	FMS ID	Unique ID	Program	Fund Source	FPN	FPN	FPN	FPN	Phase	Project Title	Latest Action Status	CTC Allocation Date	Latest Action Status	Latest Action Date	Planned Award	Planned Oblig	Planned Oblig	Oblig/Alloc Deadline
County	Sponsor	TIP ID	FMS ID	Unique ID	Program	Fund Source	Prefix	LoCode	Proj #	FPN	Phase	Project Title	Latest Action	CTC Allocation	Latest Action	Action Date	Planned Award	Planned Oblig	Planned Oblig	Deadline
San Mateo	Burlingame	SM-170020	6618	CMAQ-T5-OBAG2-CO	OBAG2	CMAQ	CML	5171	023	CML-5171(023)	CON	Burlingame: Broadway PDA Lighting Improvements								31-Jan-2020
San Mateo	Burlingame	SM-170021	6699	STP-T5-OBAG2-CO	OBAG2	STP	RSTP	5171	024	RSTP-5171(024)	CON	Burlingame Street Resurfacing								31-Jan-2020
San Mateo	Colma	SM-170022	6631	CMAQ-T5-OBAG2-CO	OBAG2	CMAQ	CML	5264	006	CML-5264(006)	CON	Colma - Mission Road Bike/Ped Improvements					31-Mar-2020			31-Jan-2020
San Mateo	Daly City	SM-150012	6242	ATP-ST-T4-2-FED	ATP-ST	ATP-FED	ATPL	5196	040	ATPL-5196(040)	CON	Central Corridor Bicycle/Ped Safety Imps								31-Jan-2019
San Mateo	Daly City	SM-170023	6659	STP-T5-OBAG2-CO	OBAG2	STP		5196		-5196()	CON	Daly City Street Resurfacing and Slurry Seal								31-Jan-2020
San Mateo	East Palo Alto	SM-170024	6677	STP-T5-OBAG2-CO	OBAG2	STP	STPL	5438	018	STPL-5438(018)	CON	East Palo Alto Citywide Street Resurfacing					1-May-2020			31-Jan-2020
San Mateo	Foster City	SM-170025	6712	STP-T5-OBAG2-CO	OBAG2	STP	STPL	5409	017	STPL-5409(017)	CON	Foster City - Pavement Rehabilitation					4-May-2020			31-Jan-2020
San Mateo	MTC	SM-190004	6942	CMAQ-T5-OBAG2-REG-AOM	OBAG2	CMAQ	CMLNI	6084	254	CMLNI-6084(254)	CON	FPP: US 101 Adaptive Ramp Metering			Partial Obligation/AC	10-Sep-2019				31-Jan-2020
San Mateo	Menlo Park	SM-170027	6691	STP-T5-OBAG2-CO	OBAG2	STP	STPL	5273	026	STPL-5273(026)	CON	Menlo Park - Santa Cruz and Middle Avenues Rehab					30-Apr-2020			31-Jan-2020
San Mateo	Millbrae	SM-170028	6681	STP-T5-OBAG2-CO	OBAG2	STP	STPL	5299	016	STPL-5299(016)	CON	Millbrae Street Rehabilitation					30-Apr-2020			31-Jan-2020
San Mateo	Pacifica	SM-170029	6656	CMAQ-T5-OBAG2-CO	OBAG2	CMAQ	CML	5350	023	CML-5350(023)	CON	Pacifica - Palmetto Sidewalk Extension			RFA at FHWA	14-Oct-2019	31-Dec-2019			31-Jan-2020
San Mateo	Redwood City	SM-170032	6673	STP-T5-OBAG2-CO	OBAG2	STP		5029		-5029()	CON	Redwood City Pavement Preservation					13-Jan-2020			31-Jan-2020
San Mateo	San Bruno	SM-170033	6683	STP-T5-OBAG2-CO	OBAG2	STP	STPL	5226	024	STPL-5226(024)	CON	Huntington/San Antonio Street Rehabilitation					22-Jan-2020			31-Jan-2020
San Mateo	San Carlos	SM-170034	6633	CMAQ-T5-OBAG2-CO	OBAG2	CMAQ	CML	5267	022	CML-5267(022)	CON	Ped Enhancements Arroyo/Cedar & Hemlock/Orange					28-Feb-2020			31-Jan-2020
San Mateo	San Carlos	SM-170035	6654	STP-T5-OBAG2-CO	OBAG2	STP	RSTP	5267	023	RSTP-5267(023)	CON	Cedar and Brittan Ave Pavement Rehab					28-Feb-2020			31-Jan-2020
San Mateo	South San Francisco	SM-170036	6666	STP-T5-OBAG2-CO	OBAG2	STP		5177		-5177()	CON	SSF Pavement Rehabilitation					30-Apr-2020			31-Jan-2020
San Mateo	South San Francisco	SM-130030	6009	0648F	RTIP	RTIP-FED	ACNH	P082	028	ACNH-P082(028)	CON	SSF Grand Blvd Initiative: Kaiser Way to McLellan			AC Authorized	16-Mar-2018	13-Jun-2018		31-Jan-2018	31-Jan-2018
San Mateo	South San Francisco	VAR170002	6465	HSIP-T5-8	HSIP 8	HSIP	HSIPL	5177	041	HSIPL-5177(041)	CON	Spruce/Commercial Aves Traffic Signal Project			PES Signed	10-Dec-2018	31-Mar-2020			31-Dec-2019
San Mateo	Woodside	SM-170037	6641	STP-T5-OBAG2-CO	OBAG2	STP		5333		-5333()	CON	Road Rehabilitation - Town of Woodside								31-Jan-2020

Local Roadway Safety Plan (LRSP) Funding Request

What is an LRSP?

Federal regulations require each State has a Strategic Highway Safety Plan (SHSP). An SHSP is a statewide data-driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accident fatalities and serious injuries on all public roads. In coordination with federal, state, local and private sector safety stakeholders, the SHSP establishes goals, objectives, and emphasis (or challenge) areas. The SHSP address the 4Es of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

While the SHSP is used as a statewide approach for improving roadway safety, A Local Road Safety Plan (LRSP) can be a means for providing local and rural road owners with an opportunity to address unique highway safety needs in their jurisdictions while contributing to the success of the SHSP. The process of preparing an LRSP creates a framework to systematically identify and analyze safety problems and recommend safety improvements. Preparing an LRSP facilitates the development of local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that can demonstrate a defined need and contribute to the statewide plan. The LRSP offers a proactive approach to addressing safety needs and demonstrates agency responsiveness to safety challenges.

An LRSP provides a framework for organizing stakeholders to identify, analyze, and prioritize roadway safety improvements on local roads. The process of developing an LRSP can be tailored to local protocols, needs, and issues. For more information regarding the LRSP, please visit the [HSIP program's LRSP/SSARP web page](#).

In the future HSIP Calls-for-Projects, an LRSP (or its equivalent such as Systemic Safety Analysis Report (SSAR) or Vision Zero Action Plan) will be preferred or required for an agency to be eligible to apply for federal HSIP funds:

- HSIP Cycle 10 (around April 2020): an LRSP (or its equivalent) will be highly recommended but not required for an agency to apply;
- HSIP Cycle 11 (around April 2022) and on: an LRSP (or its equivalent) will be required for an agency to be eligible to apply.

Notes/Instructions:

- 1) The LRSP may cover one local agency or multiple ones.
- 2) If the LRSP is to cover multiple local agencies, enter the lead agency as the applicant. Once the LRSP has been completed, the agencies covered by the LRSP are all considered to have met the above LRSP requirement for applying for the HSIP funding.
- 3) The maximum State funds per application is \$72,000.
- 4) State funds are awarded to the applicants on a "first come first serve" basis. There is no application deadline. Caltrans will continue to accept applications as long as the funding is still available.
- 5) The agencies who received the Systemic Safety Analysis Report Program (SSARP) funds in 2016 or 2017 are not the priorities currently. Applications from these agencies will be considered after January 1, 2020 if there are remaining funds.
- 6) After funding is awarded and allocation, the applicant must complete the LRSP within three (3) years. After completion, the LRSP is expected to be updated/validated at least every five (5) years.
- 7) Adobe Acrobat Reader DC is required to complete the application form. You may download it for free [here](#).
- 8) Please submit the application with **digital signature** to HSIPDoNotReply@dot.ca.gov with cc to the District Local Assistance Engineer (DLAE) . **You may submit a scanned copy together with the original completed form if the digital signing does not work for some reason.** You will receive a submittal confirmation email within two business days of the submittal.
- 9) For more information, please visit the [HSIP program's LRSP/SSARP web page](#).

Local Roadway Safety Plan (LRSP) Funding Request Form

Date:

Applicant:

County:

Caltrans District:

Contact Information

Name:

Title:

Email:

Phone Number:

Address:

General Information and Funding

Agency to be covered by the LRSP:
(List all agencies if multiple)

Population of the above agency(s):

Public Road Centerline Miles of the above agency(s):

Total Cost of the LRSP:

State Funds Requested:

(max. 90% of the Total Cost and no more than \$72,000)

Local Funds (min. 10% of the Total Cost):

1. Describe the scope of work the LRSP is expected to accomplish (max 1,200 characters. Use next page if needed).

2. Please enter here if you would like to provide any additional information or if you have comments.

Signature

Name:

Title:

Signature*:

Date:

**Click on the signature box to sign digitally. If not working, submit a scanned copy with signature AND the original completed form.*